

MAY 19, 1950

THE AUGUSTA

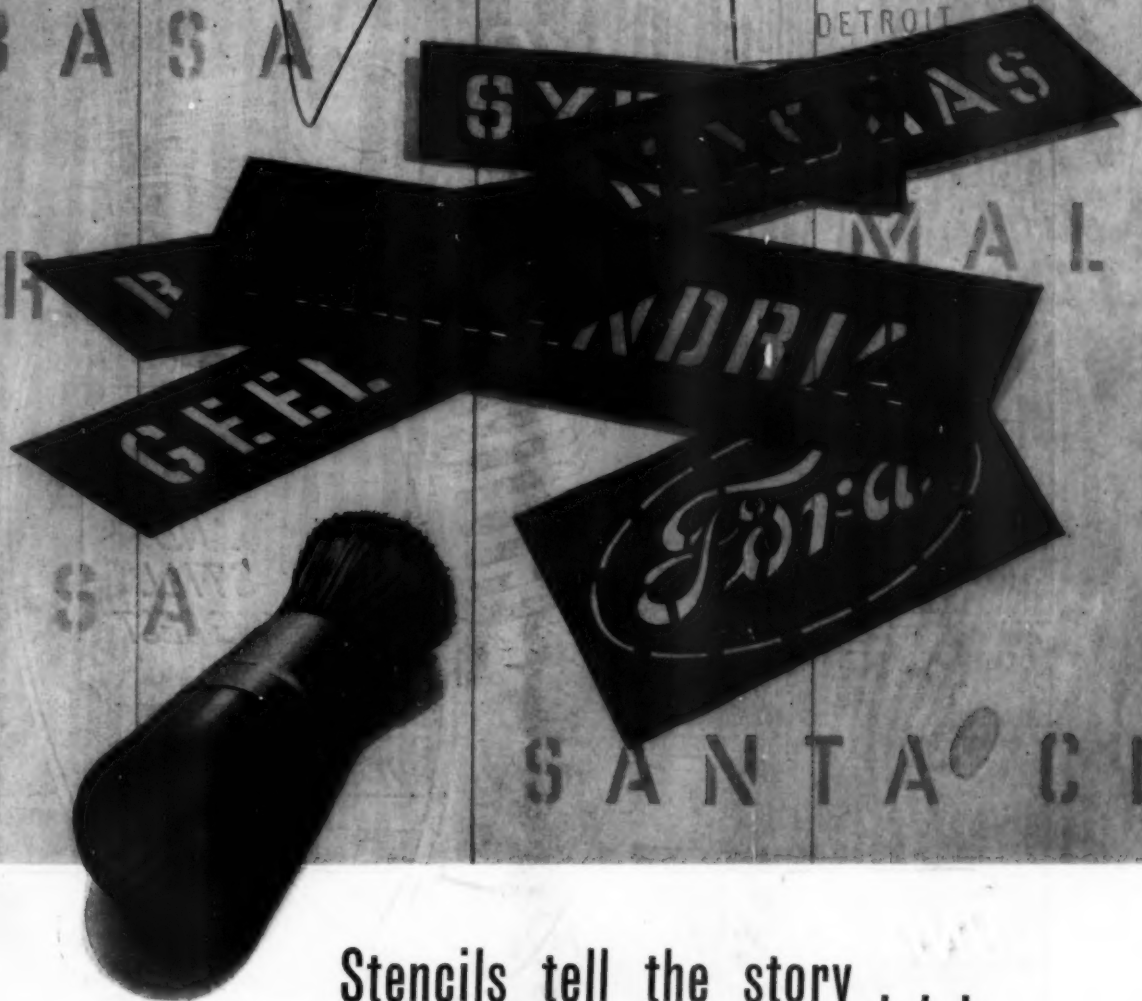
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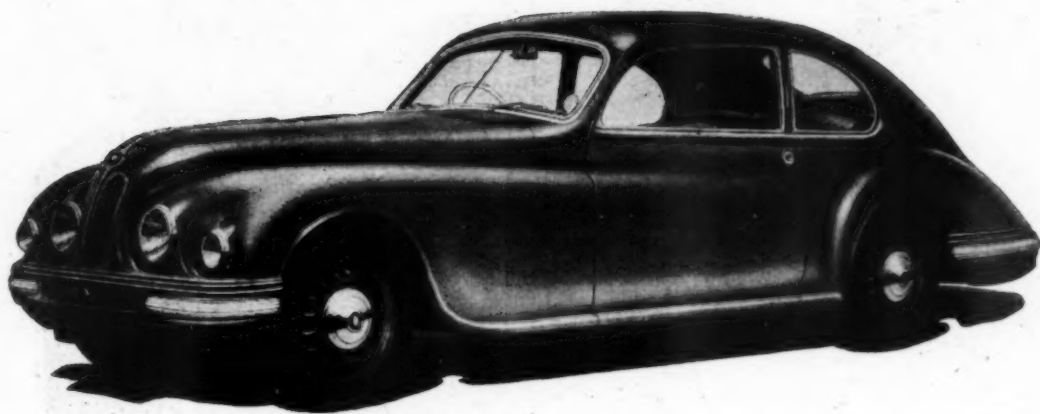
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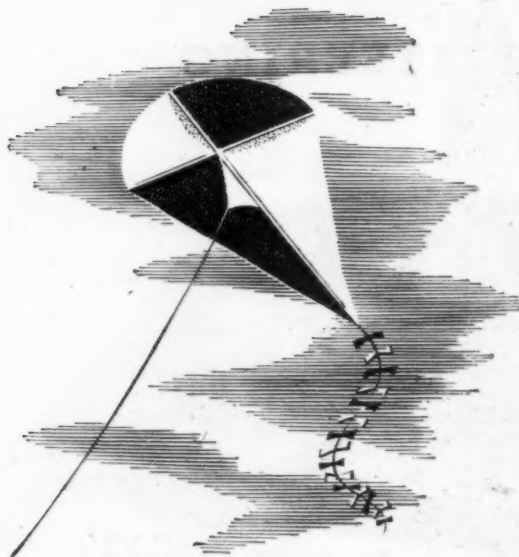


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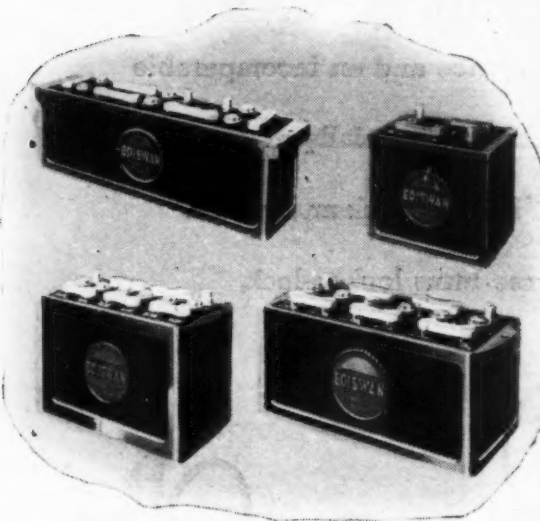
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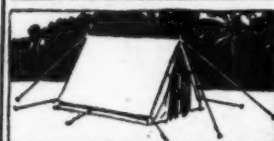
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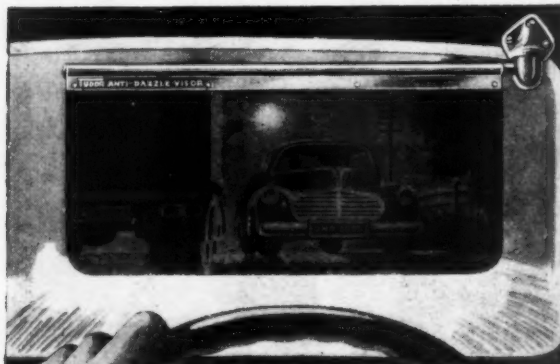
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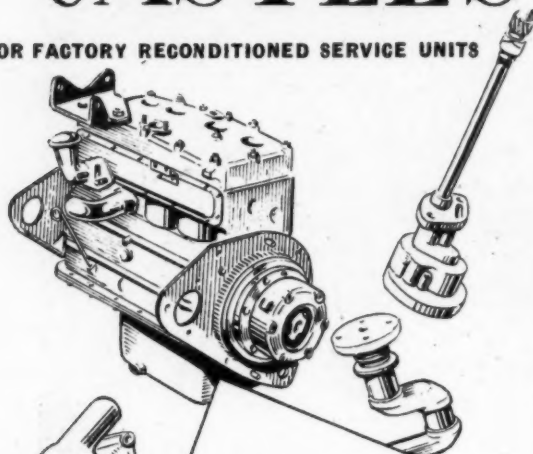
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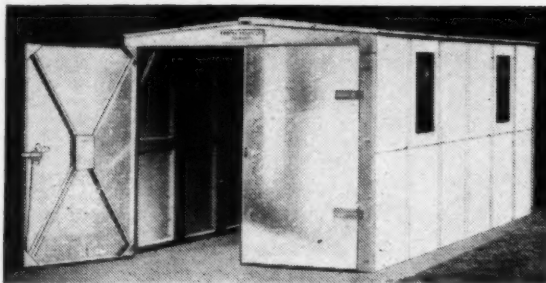
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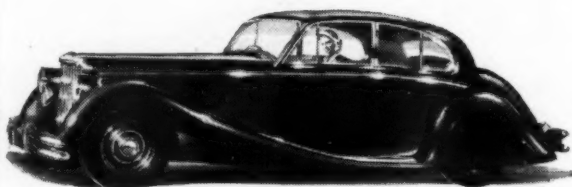
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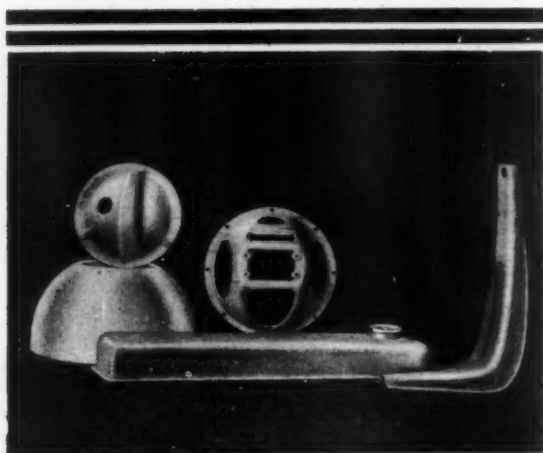
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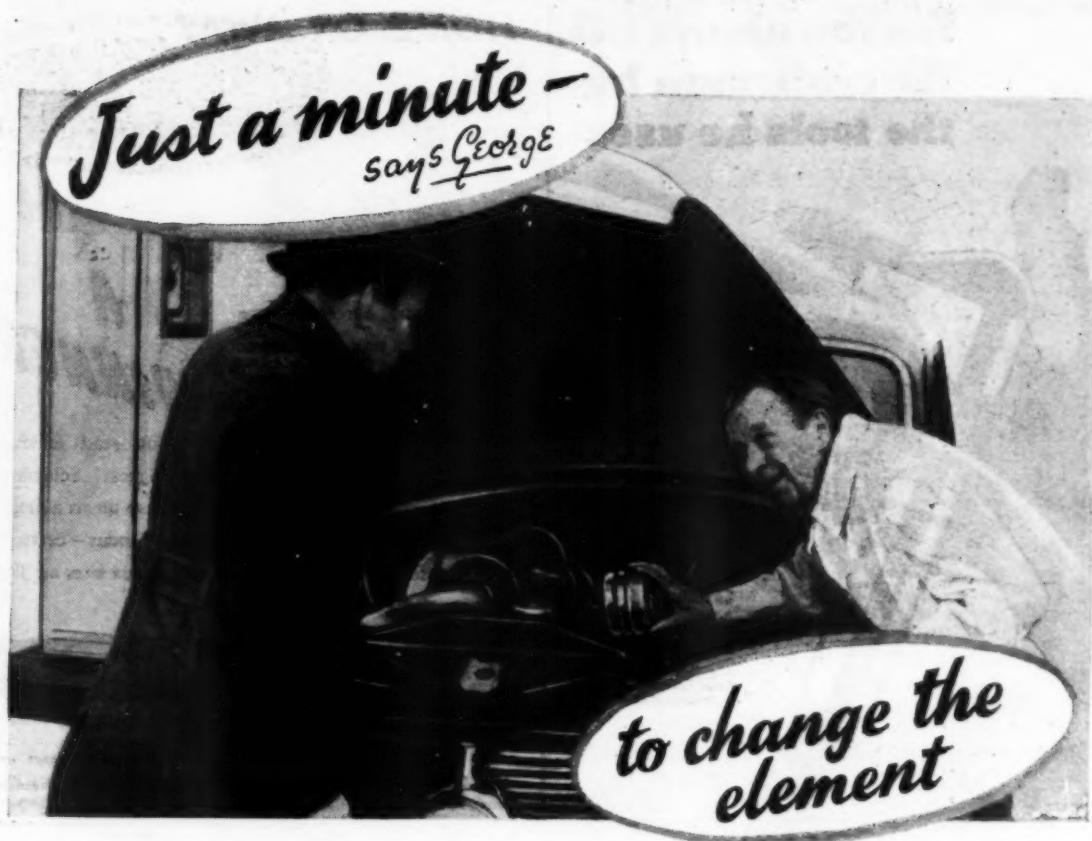
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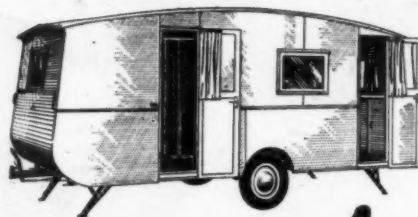
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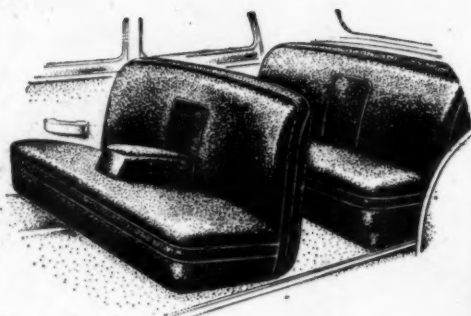
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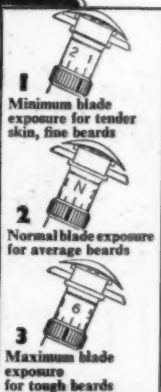
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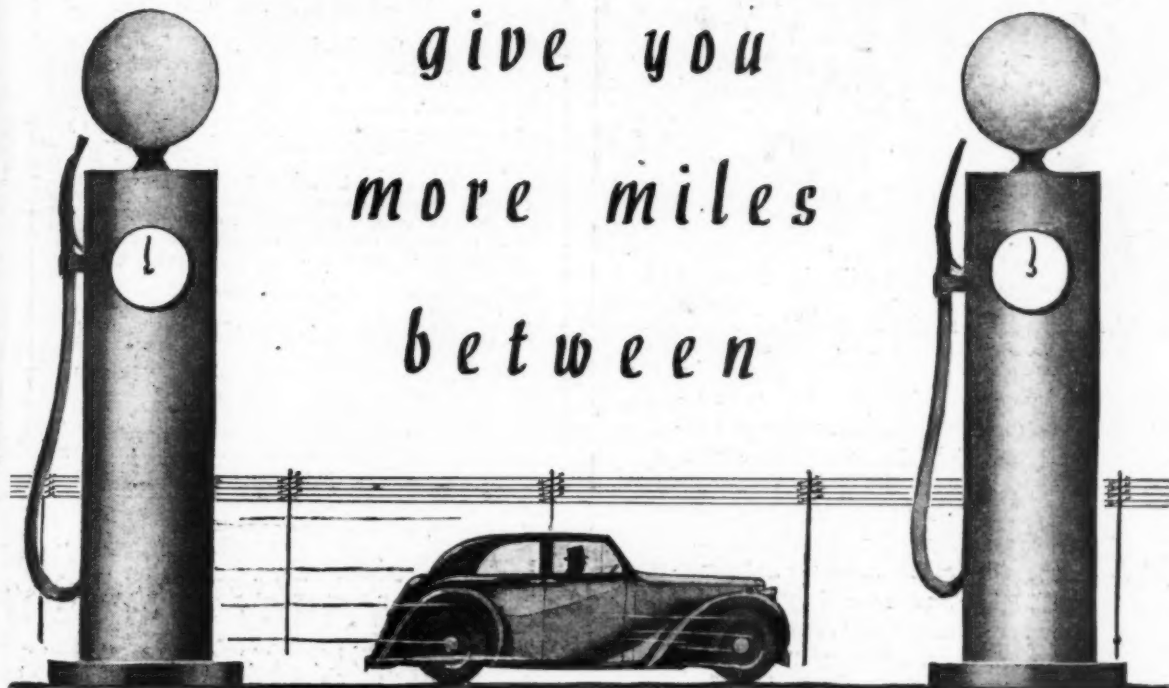
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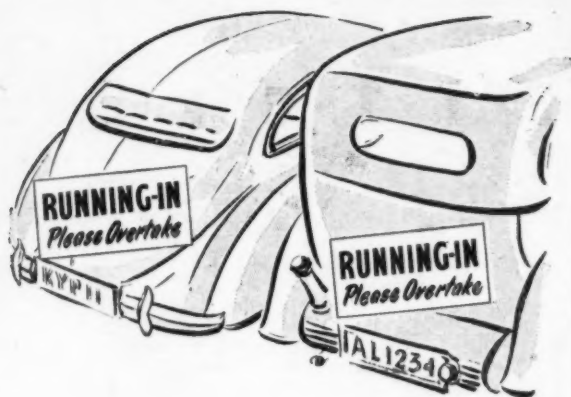
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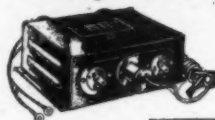
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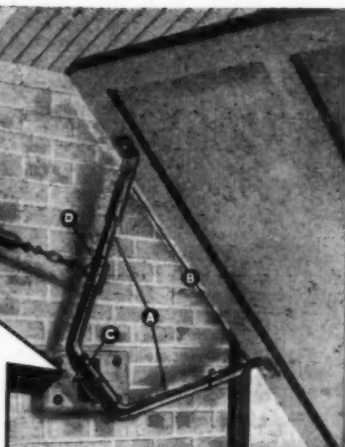
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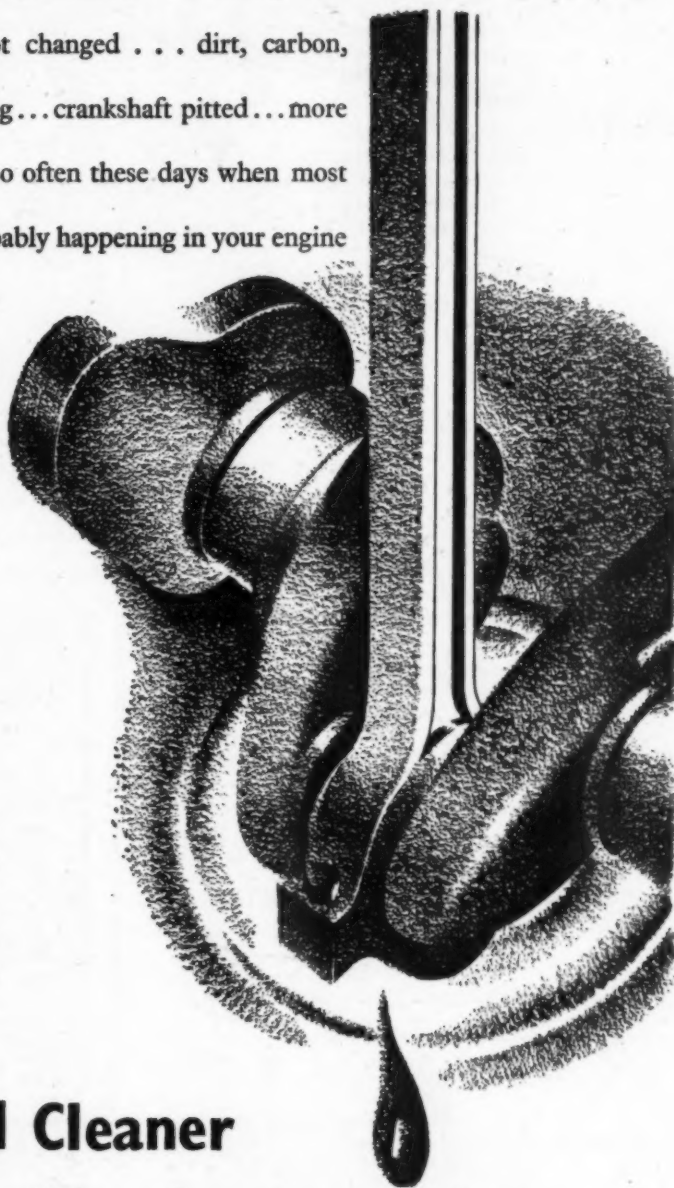
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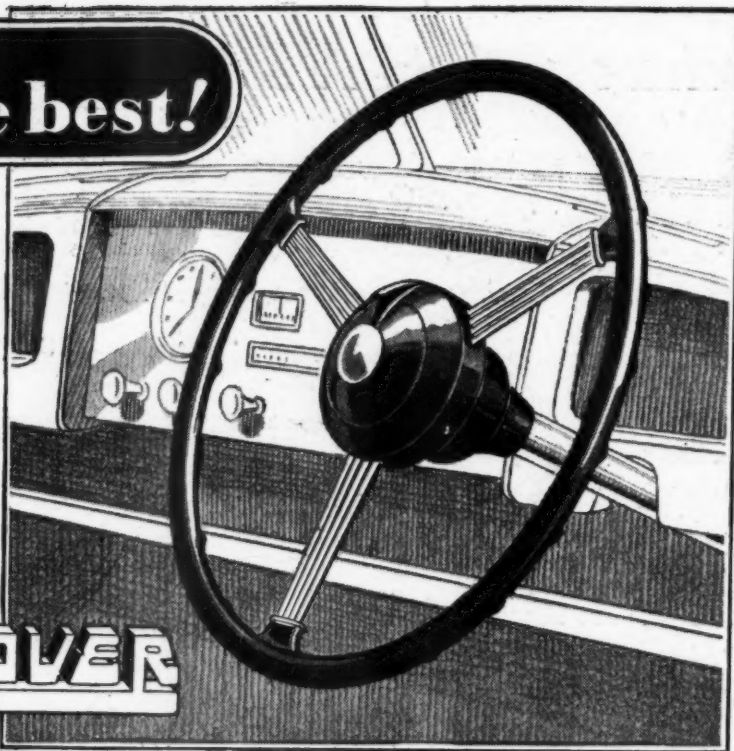
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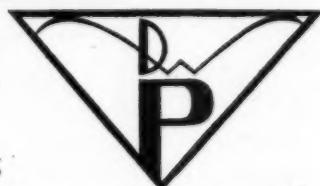


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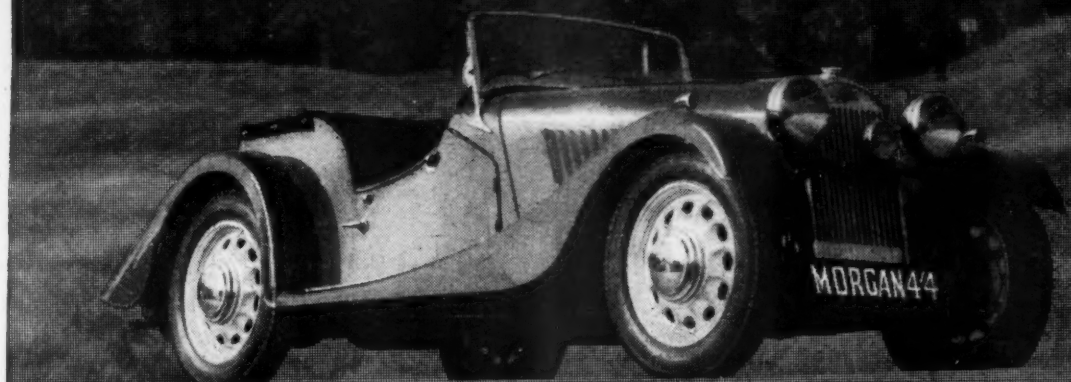
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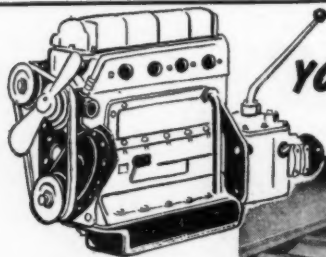
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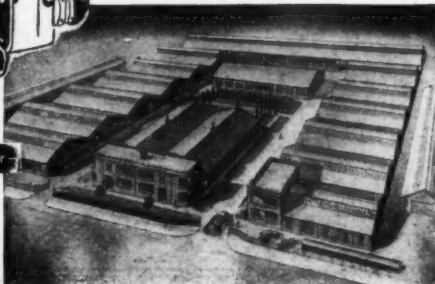
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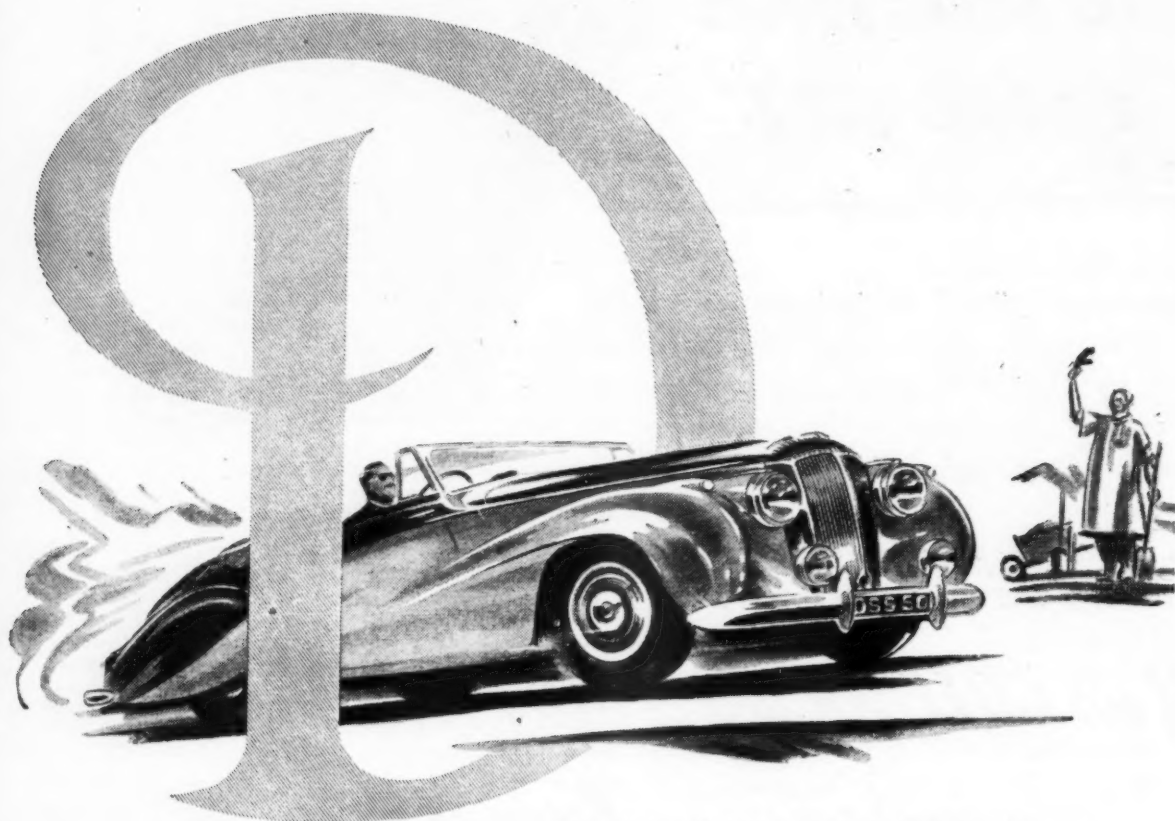
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FOUNDED 1895

No. 2846

FRIDAY, MAY 19, 1950

Vol. XCV

Evidence of Speed

THE decision of Lord Chief Justice Goddard, which is recorded on page 599, would seem to indicate that evidence of police speedometer accuracy in speed offences is not required to supplement the word of the officer concerned. At first sight this may appear to place untoward reliance on the integrity of the police, but in fact it makes little difference to the circumstances of apprehension by a following police patrol. It is rare for anything more than a warning to follow a speed excess of a mile or two per hour, and where the excess is in the neighbourhood of, say, ten miles an hour, evidence of typical speedometer inaccuracy—usually not more than 2 m.p.h. at this speed—will not help matters. The speedometer with an error of 10 m.p.h. at 30 m.p.h. is a rarity almost unheard of.

The motorist is therefore at the mercy of the solitary police officer, supported by his instrument, evidence being given, of course, on oath. We should not for one moment say that such a state of affairs is ideal, but we have a considerable regard for the honesty of the police, and confidence that the Bench and public would very quickly put a stop to any abuse of this powerful position by police patrols. We can even feel a certain pride in the fact that the British instinct for fair play makes it possible to contemplate such a position with equanimity; moreover the good sense of the police commissioners and chief constables can be relied upon not to permit widespread speed-trapping by solitary officers.

What is deplorable is that this rigid application of 30 m.p.h. should be necessary at all, and motorists must accept the criticism that better judgment on their part would have avoided such an imposition. There are many built-up areas in which, at certain times of the day, 20 m.p.h. is too fast; there are others, so called, where 40 m.p.h. could in no wise be described as dangerous. If motorists had not shown a wilful inability to appreciate such differences the agitation for rigid limits would never have arisen.

Intolerance Again

ALTHOUGH the Pedestrians' Association was never a quarter from which motorists could expect consideration, it comes as something of a shock when Professor A. L. Goodhart, K.C., Professor of Jurisprudence at Oxford University, can join in the howl for scalps that is commonly put up by this Association. The professor wishes to see penalties for dangerous or careless driving, or for speeding, "drastically increased" and maintains that "when it comes to violent death other than murder, Britain is one of the most lawless countries in the world."

In a less serious context it would be amusing. At a time when capital punishment looks likely to be suspended, and when "juvenile delinquents" (we prefer the old-fashioned "young criminals") are mollicoddled to a point that arouses criticism from the public, it is proposed that motorists who are unfortunate enough to be involved in accidents should run the risk of even more severe penalties than at present apply, for it is notorious that conclusive evidence regarding accidents is almost impossible to obtain. And if the murderer is a schizophrenic and the young criminal a psychiatric case, why is the erring motorist alone outside the cosy circle of modern nostrums and psychoses?

The Pedestrians' Association has always been a most intolerant road-user body, and gratitude is felt that it wields no more influence than it deserves. Motorists loyally support the Royal Society for the Prevention of Accidents, the work of the road safety section of the Road Research Laboratory, and the efforts of the police towards greater road safety. Accident totals reflect such endeavours and, in the face of rising traffic, have at least not increased. Public men such as Professor Goodhart should not inject into such co-operation the poison of intolerance.

THE 11th GRAND PRIX D'EUROPE

A Royal Silverstone

ALFA-ROMEOS' RUNAWAY VICTORY IN PREMIER R.A.C. GRAND PRIX EVENT

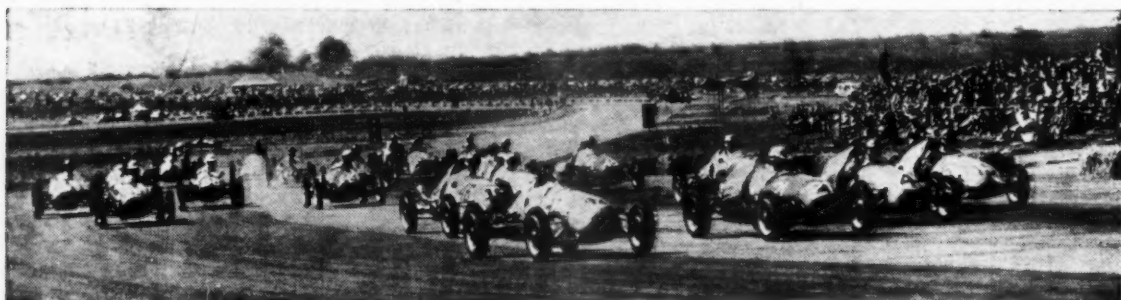
SILVERSTONE—perfect weather—a terrific battle in the 500 c.c. event—the Royal visit—the sight of the B.R.M.—and the speed of the Alfa-Romeos, scoring their expected runaway victory in the big race. Such were the highlights of last Saturday, May 13, when an enormous crowd—estimated to be almost 120,000 strong—attended the first Grand Prix d'Europe to be run in this country.

The absence of the official Ferrari team, the only cars at present capable of offering any sustained opposition to the Type 158 Alfa-Romeos, rendered the result a virtual certainty; but those who had confidently predicted that Alfas would fill the first four places received a rude shock eight laps from the end, when Fangio, the Flying Argentinian (then in second place behind Farina, the ultimate winner), coasted his Alfa into the pits and retired with a broken oil pipe. Much of the interest in the race



The King and Queen with Princess Margaret in conversation with R.A.C. officials before the start.

lay in the minor battles further down the field, one of the most rewarding being that between the veteran E.R.A.s of Gerard and Harrison; both these cars ran perfectly throughout, and although at one time Gerard had built up a comfortable lead, a safety-first fuel stop, coupled with a last-minute spurt on Harrison's part, reduced his margin to two-fifths of a second—after two hundred miles!



First lap of the second heat of the 500 c.c. race; the pack streaming round Chapel Curve, with the Coopers of John Cooper, Aston, Dryden and Brandon in the front row.

Neck and Neck Struggle in 500 c.c. Event

AFTER two practice days of brilliant sunshine, Saturday morning dawned dull and extremely cold. Many enthusiasts reached the circuit the night before the event, while on race day itself a steady stream of cars converged on Silverstone from six-thirty onwards. By eight-thirty, queues stretched for a minimum of half a mile in all directions from the entrance gates, although progress was still reasonably brisk; but those spectators coming from the south and arriving at Buckingham at around nine o'clock found themselves in a solid jam for the last ten miles, and did not take up their positions round the course till the afternoon.

Meanwhile, the usual frantic last-minute rush was visible on the part of various of the 500 c.c. race *équipes*, and more than one weary face betokened a sleepless night of furious endeavour.

Fortunately, before eleven o'clock—the scheduled hour for the start of the first heat—the sun had struggled through the clouds, and the marshals and other officials who had already been standing at their posts for some considerable time began to lose their Eskimo-like air as they shed their outer layers of clothing, like taxi-drivers seeking change. All round the circuit, serried ranks of spectators took their places, and the grandstands commenced to fill, while the thirty cars which were to contest the first heat were wheeled out of the paddock and lined up in formation at the side of the course.

For the 500 c.c. races a rolling start was planned, which evoked no little criticism from some of the drivers, although others professed themselves content, as it helped those with high bottom gears. Duly, just before the

hour, engines were started and the cars marshalled into their grid positions—decided on practice times, with Stirling Moss in the coveted position of inside man in the front rank—at the end of the pits, behind the pilot car driven by the Clerk of the Course, Colonel F. S. Barnes. Off they set on their preliminary lap—all but Gil Baird in the original Strang 500, who failed to start the engine, a poor reward for a long struggle against a string of successive misfortunes. Eventually the distant mutter of engines swelled to a roar, and round Abbey Curve they came up to the line: the flag fell, and they were off!

As the mob screamed past the stands, almost forcing the pilot car into the pit counters, the Parsenn of Jeremy Fry led by a few inches from Whitehouse's Cooper Norton; but as the leaders reappeared at the end of the first lap, Stir-

GRAND PRIX D'EUROPE

Result

Race distance 202 miles (70 laps of 2.89-mile circuit)

- 1—Alfa-Romeo s (G. Farina), 2h 13m 23.6s, 90.95 m.p.h.
 - 2—Alfa-Romeo s (L. Fagioli), 2h 13m 26.2s, 90.92 m.p.h.
 - 3—Alfa-Romeo s (R. Parnell), 2h 14m 15.6s, 90.37 m.p.h.
 - 4—Talbot (G. Cabantous), 88 laps.
 - 5—Talbot (L. Rosier), 68 laps.
 - 6—E.R.A. s (F. R. Gerard), 67 laps.
 - 7—E.R.A. s (T. C. Harrison), 67 laps.
 - 8—Talbot (P. Etancelin), 65 laps.
 - 9—Maserati s (D. Hampshire), 64 laps.
 - 10—Maserati s (J. G. Fry), 64 laps.
 - 11—Talbot (J. Claes), 64 laps.
 - Alta s (J. Kelly), 57 laps.
- Retirements: E.R.A. (Johnson) 2 laps (supercharger); E.R.A. (Walker-Rolt), 5 laps (gear box); Talbot (Martin), 9 laps (oil pressure); Maserati (Chiron) 24 laps (clutch); Maserati (de Graffenried) 34 laps (con-rod); Alta (Crossley) 43 laps (transmission); Maserati (Murray) 44 laps (engine); Maserati (Bira) 49 laps (fuel feed); Alfa-Romeo (Fangio) 62 laps (oil pipe).
- Fastest lap: Alfa-Romeo (Farina) 1m 50.6s, 94.02 m.p.h.



Alfas on the line before the start; Reg Parnell, serious for once, studies the work on his car (on the left), while Guidotti supervises the last-minute adjustments to Fangio's engine; the enormous forward-facing air intake on top of the down-draught Weber carburettor can be seen.

ling Moss was in the lead, only to be passed by Aikens' Iota (with Triumph engine) on the straight before Woodcote. Next time round Alan Brown's Cooper was in second place, while Whitehouse was coming up; fourth lap and he was in the lead. However, Moss managed to pull out that little extra something on the final lap, to win by four-fifths of a second from Whitehouse, with Alan

The B.B.C. commentators included John Bolster, who had a roving commission with a microphone in the pits.



Brown third and Aikens fourth—and six seconds covered the first seven cars.

Heat 1
1, Cooper-J.A.P. (S. Moss), 11m 11.8s, 77.40 m.p.h.; 2, Cooper-Norton (W. J. Whitehouse), 11m 12.5s; 3, Cooper-J.A.P. (A. E. Brown), 11m 13s; 4, Iota (F. Aikens); 5, Cooper-Norton (P. J. Collins); 6, Cooper-J.A.P. (G. R. Hunter); 7, C.F.S. (J. R. Stoop).

The second heat was just as exciting, although John Cooper led throughout from the inside position. Although five Coopers led from the line, at the end of the first lap Paul Emery was in second place with the Emeryson, while Parker's own special was third; this order was maintained on the second and third laps, while, on the fourth, Aston (Cooper-J.A.P.) had displaced Emery; but on the last lap the latter made a tremendous effort to regain his position, only to meet disaster on Stowe Corner. The car overturned, but Emery was fortunately not seriously hurt, suffering only bruises, cuts and slight concussion.

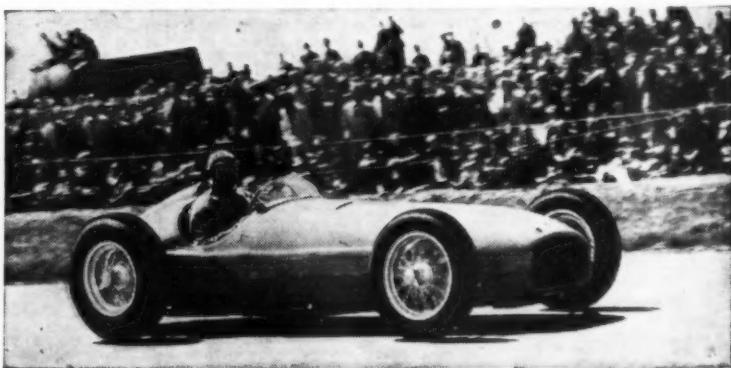
Heat 2
1, Cooper-J.A.P. (J. N. Cooper), 11m 8.2s, 78.12 m.p.h.; 2, Parker (D. Parker), 11m 9.6s; 3, Cooper-J.A.P. (E. Brandon), 11m 10s; 4, Cooper-J.A.P. (W. S. Aston); 5, Cooper-J.A.P. (R. E. Carter); 6, Cooper-Norton (R. M. Dryden); 7, Cooper-J.A.P. (D. P. B. Prosser).

Now, as the fastest thirty finishers in the heats struggled to prepare their cars

for the final, came the sight for which so many people had waited so long—the B.R.M. in action, though not in the race. The pale green car was lowered from its van, Raymond Mays took his place in the driving seat and it was wheeled out on to the track. A short push, and it fired, and then it was away with its own peculiarly distinctive rising scream of exhaust note, down to Woodcote Corner and out of sight. Naturally, among the most interested were the members of the Alfa-Romeo team, some of whom were scrambling to get a good view of it in the paddock, while others rushed down to the first corner, lay flat on the ground and even climbed on to the pit staging to watch it come round. Mays was obviously not pushing the car, and cut out early for the corners, but it was a heartening sight, nevertheless—and then the announcement came over the speakers that one or more cars of the the B.R.M. team would appear at Silverstone in the B.R.D.C. race meeting on August 26.

After this, at twelve-thirty, came the 500 c.c. race final, which was to provide the closest struggle and the most dramatic moment of the day. As the second heat had been won at an appreciably higher speed than the first, the

starting grid read (from the inside) John Cooper, Parker, Brandon, Aston, and then Stirling Moss, who thus found himself relegated to the outside berth, and as the flag fell they got away in that order. However, at the end of the first lap Moss was already in second place, and on the second lap he took the lead, which he retained for the next four. At half distance (five laps) the order was Moss - Aikens - Cooper - Parker - Brandon-Aston-Collins, so the Coopers were by no means having things all their own way, while on the next lap the Iota took the lead in front of the stands. Stirling was having no easy task, as his J.A.P. engine gave less power than either the Triumph of Aikens' car or the Norton used by Peter Collins, who now began to come up through the field, gaining one place per lap until, as the cars appeared after nine laps, he was in second place to Aikens, with Moss some yards behind. On the last lap Stirling made his great effort, and by sheer brilliance on corners overhauled the other two to lead again as they came round Club Corner and up to the finish; but the strain was too great for his engine, which blew up on the run in; Aikens swept by to win, and Collins drew almost level to lose second place by a matter of inches. A popular vic-



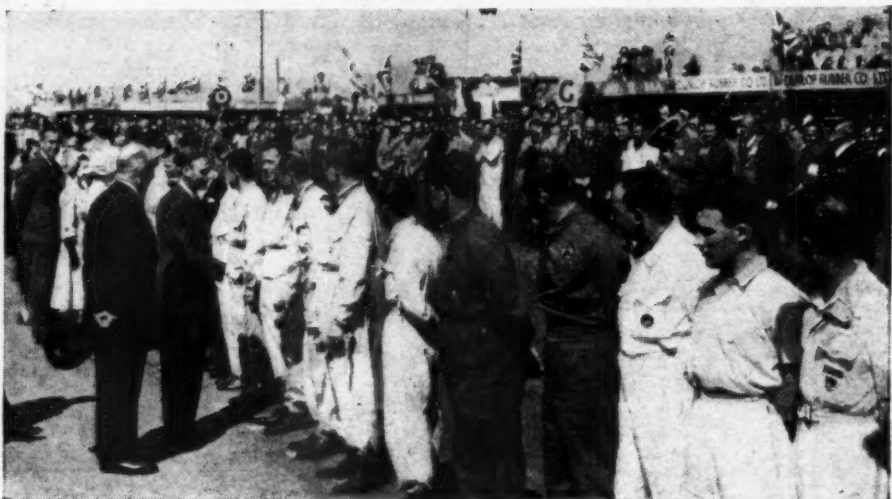
Raymond Mays at speed in the B.R.M. during his demonstration run.

A Royal Silverstone

— continued —

The drivers were presented to the Royal party before the start of the Grand Prix. Here His Majesty can be seen shaking hands with Louis Chiron, while on the right are the first three finishers in the 500 c.c. race, at the end of the line.

Below: An essential preliminary, Joan Gerard carefully grooming Bob before his presentation to the Royal party.



tory for the Wing Commander, whom success had eluded for so long, but a heart-rending moment for Moss.

500 c.c. Race Final

- 1, Iota (F. Aikens), 21m 51.6s, 79.29 m.p.h.
- 2, Cooper-J.A.P. (S. Moss), 21m 53.8s, 79.15 m.p.h.
- 3, Cooper-Norton (F. J. Collins), 21m 54s, 79.14 m.p.h.
- 4, Parker (D. Parker), 22m 2.2s, 78.65 m.p.h.
- 5, Cooper-J.A.P. (W. S. Aston), 22m 3s, 78.60 m.p.h.
- 6, Cooper-J.A.P. (J. N. Cooper), 22m 4s, 78.54 m.p.h.
- 7, Cooper-J.A.P. (E. Brandon); 8, Cooper-J.A.P. (K. E. Carter); 9, Cooper-J.A.P. (C. R. Hunter); 10, Cooper-J.A.P. (D. P. B. Prosser); 11, Cooper-J.A.P. (L. Leonard); 12, Cooper-J.A.P. (C. N. Cooper).



The Grand Prix

BY now the sun was brilliant, the heat scorching, and people settled down with a sigh of relief to have lunch; except, of course, the mechanics busy with the last-minute preparations and checks of the cars which were shortly to take part in the Grand Prix d'Europe—the first to be run in Britain. The tension mounted, and was still further intensified shortly after two o'clock when the Royal party arrived, to do a slow lap of the course in a stately procession. Back at the pits, the Grand Prix drivers were lined up on the road—together with Aikens, Moss and Collins, the first three home in the Formula 3 event—and they were then presented to the Royal party by Earl Howe before the race.

There was only one non-starter in the Grand Prix, Bonetto's Maserati; the starting grid positions were, of course,

arranged in accordance with the practice lap times, and read as follows: front row (from inside) Farina, Fagioli, Fangio, Parnell; second row Bira, Cabantous, Martin; third row de Graffenried, Rosier, Walker, Chiron; fourth row Johnson, Gerard, Etancelin; fifth row Harrison, Hampshire, Crossley, Murray; sixth row Kelly, Fry, Claes. After their warming-up lap, the cars were assembled on the grid. The minute interval signals were sounded by hooter, and the flag raised by Count Antonio Brivio, famous former Alfa-Romeo driver. The roar of engines reached a crescendo; the flag fell, and the whole pack was screaming down the straight past the pits and the Royal Box, with the Alfa-Romeos well out in front. As they came round on the first lap, the entire Alfa team appeared in line-ahead formation, 1-2-3-4,

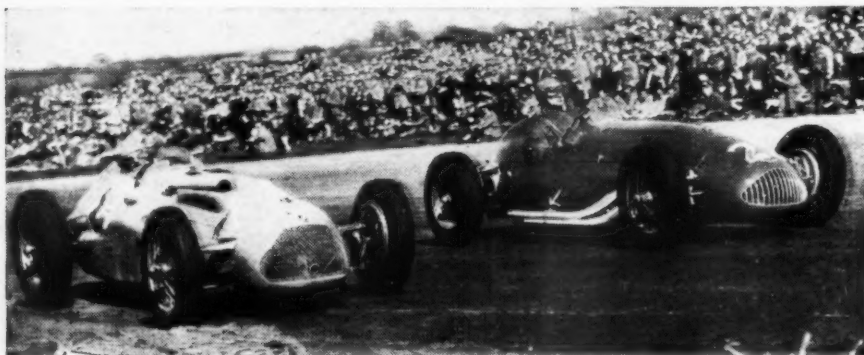
Fangio, Farina, Fagioli and Parnell. A few yards behind came Bira, followed by Martin and Cabantous, while a groan went up as Peter Walker pulled his E-type E.R.A. into the pits. Two days previously, the cylinder head had cracked; this was repaired, but on the following day the gear box mainshaft broke.

Although this had been replaced and the car brought to the line, Peter now discovered that he could not engage top gear; after a quick inspection he set off again to have another try.

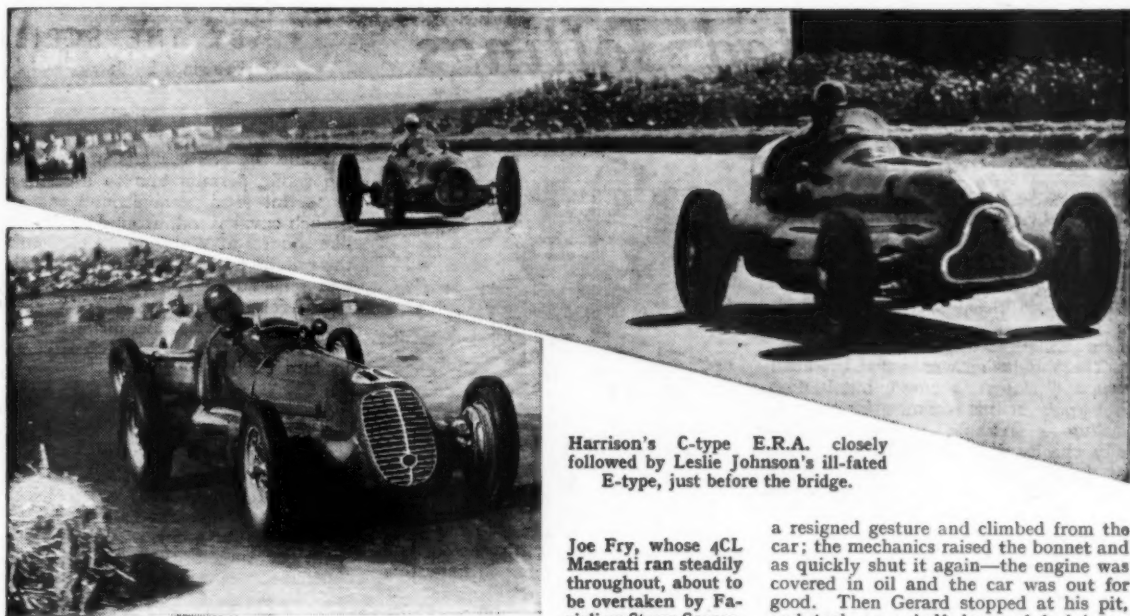
On the second lap the other E-type E.R.A., driven by Leslie Johnson, had barely passed the pits before there was a bang and an immense cloud of smoke, which momentarily obscured the car completely; the casing of the Zoller supercharger had split, and the second E-type was out for good. Then Walker came in again and Tony Rolt took over to see if he could find top gear; two laps later, however, the car retired, the situation being hopeless. Still the Alfas increased their lead, the order changing among themselves, and Fangio, Farina and Fagioli all leading in turn. Next to go was Martin after a good run in sixth place; he pulled into the pits announcing loss of oil pressure, but the trouble probably lay deeper than that.

Positions at 20 laps

- 1, Alfa-Romeo (Farina), 91.58 m.p.h.; 2, Alfa-Romeo (Fagioli), 1 sec behind leader;
- 3, Alfa-Romeo (Fangio), 1.4s; Alfa-Romeo (Parnell), 3.4s; 5, Maserati (Bira), 53s; 6, Talbot (Cabantous), 1m 11.8s.



The Talbot of "Phi-phi" Etancelin, running neck and neck with Kelly's new Alta at Woodcote Corner. The latter is the first Alta to be two-stage supercharged; the multiple-pipe exhaust system can be seen in this picture.



Harrison's C-type E.R.A. closely followed by Leslie Johnson's ill-fated E-type, just before the bridge.

Joe Fry, whose 4CL Maserati ran steadily throughout, about to be overtaken by Fagioli on Stowe Corner.

The killing pace set by the Alfas—Farina on his first flying lap set up a record for this new and slightly shortened course, of 1m 50.6s (94.02 m.p.h.), which was to remain as fastest lap of the day—left several cars showing signs of wear and tear. De Graffenried's Maserati, barely run-in after overhaul, was emitting a smoke screen for a long time before it finally fell out with a broken con-rod, and even before then Louis Chiron had called at the pits to deal with an oil leak which had soaked the cockpit and his overalls. Although he restarted, the clutch was now full of oil, and he retired a few laps later.

Positions at 35 laps

1, Alfa-Romeo (Farina), 91.72 m.p.h.; 2, Alfa-Romeo (Fangio), 1 sec behind leader; 3, Alfa-Romeo (Fagioli), 8s; 4, Alfa-Romeo (Parnell), 12.2s; 5, Talbot (Cabantous), 1m 54.2s; 6, Talbot (Rosier), 2m 25.8s.

Immediately after half-distance the Alfas came in one by one to refuel. Their stops were models of efficiency, Fangio's being the fastest, in 27 seconds; Parnell's car alone had to be pushed to restart, as the nose cowl and shaft were damaged as the result of his having hit and annihilated a hare several laps previously. Bira, too, was out of luck; he had hung grimly on to fifth place behind the Alfas, but

now his fuel feed line broke and he coasted off the course at Club Corner. Other people were by now coming in to refuel, Shawe-Taylor taking over the wheel of Fry's 4CL Maserati, which was going very well considering that the cylinder block had been resleeved only the previous day, as a result of trouble on Thursday. Etancelin also had a pit stop, apparently for a plug change.

Positions at 50 laps

1, Alfa-Romeo (Farina), 91.01 m.p.h.; 2, Alfa-Romeo (Fangio), 1.2 sec behind leader; 3, Alfa-Romeo (Fagioli), 24.2s; 4, Alfa-Romeo (Parnell), 40.8s; 5, Talbot (Cabantous), 2m 25.2s; 6, Talbot (Rosier), 3m 14.6s.

E.R.A. Duel

The earlier E.R.A.s of Gerard and Harrison were running with their usual regularity, Harrison's car in particular sounding beautifully crisp. Kelly's new Alta was suffering from clutch slip, but Crossley's car ran well and reliably—although his pit arrangements did not—until he finally dropped out with transmission trouble. It seemed that nothing could stop a fourfold Alfa victory, but suddenly, with eight laps to go, Fangio appeared under the bridge with engine silent and coasted into his pit. He made

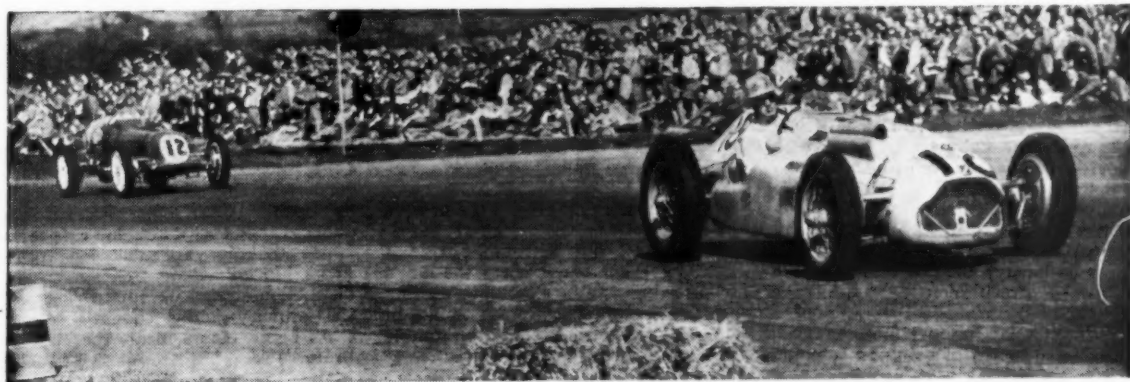
a resigned gesture and climbed from the car; the mechanics raised the bonnet and as quickly shut it again—the engine was covered in oil and the car was out for good. Then Gerard stopped at his pit, and took on a half-churn of fuel in 15 seconds, just to make doubly sure; however, this almost enabled Harrison to catch him, and just after Farina had sailed over the line to win, closely followed by Fagioli, the two E.R.A.s appeared round Club Corner and raced up to the finish with Gerard but four-fifths of a second in front.

So ended the eleventh Grand Prix d'Europe; the Alfas were two laps ahead of their nearest rivals, and eleven cars finished, while Kelly's Alta had not retired, with 57 laps completed. After the race was over and the laurel-giving ceremony completed, the enormous crowd endeavoured to return home; this, however, proved as difficult as had their progress to the circuit, and the last cars did not leave the car parks until approaching midnight. But in spite of the delays and the easy Alfa-Romeo victory, it had been a wonderful day, and almost every enthusiast has already made a vow to be present at the next comparable event, the B.R.D.C. meeting on August 26.

The Alfa-Romeos which took the first three places used Shell oil and fuel, Lodge plugs, Ferodo brake linings, Weber carburetors, Borrani wheels, Pirelli tyres and Marelli magnetos.

MORE PICTURES ON PAGES 592-3

Gerard's faithful E.R.A. chasing the Talbot of Johnny Claes round Woodcote Corner.



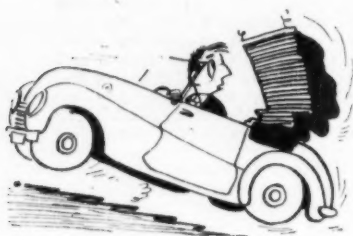
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lost His Hat

UNEXPLAINED occurrence suffered by a colleague who owns a drop-head coupé. He was topping a rise on the Great North Road with the hood up; the window on the driving side was about six inches open. The head blew clean back, knurled fixing nuts and all.

The obvious answer is that the head was not properly secured, but it does not apply in this instance, for the colleague—a reliable soul—automatically checks the tightness of the nuts at frequent intervals before driving off, a useful habit shared by most



Blew clean back.

motorists with regard to some fixing or other on the car. What, therefore, really happened?

I cannot supply the answer, unless the threads were worn to just that point where the nuts refused to hold against a sudden gust of wind. Even so it is hardly likely that both would carry away at the same time. Even if you are sceptical about the tightening precaution, a similar consideration applies to loose knurled nuts. It is most unlikely that both of them would be left loose at the same time, especially as the car has been closed up for some weeks, if not months.

♦ ♦ ♦

Northern Lights

AT about this time of the year my thoughts begin to rove towards Scotland. I think of the young oaks bending over Loch Lomond on the road round the loch, and of the northerly streak of the road to the Highlands through Crianlarich. Even the expensive Ballachulish Ferry does not deter me from remembering nostalgically the high lift of Ben Nevis above the Caledonian Canal, the loneliness of Glen Shiel (if a traveller with Seven Sisters to accompany him can ever be lonely) and the extraordinary skyward sweep of the Pass of the Cattle.

What hopes has the motorist from England (South) of going to Scotland



Gets no nearer.

yet? Precious little, unless he is prepared to whack out a hefty fare for British Railways. In the old days pre-war one could get into the car and away, and the only intimidating thought regarding petrol was the extra halfpenny that applied above the Arctic Circle, or some such Mason-Dixon line.

The trouble is, Scotland gets no nearer in motoring terms as the years go by, and to judge from the reports coming over the Border recently it may well be a foreign country by the time we see the Highlands again. In the meantime we go south across the Channel. It's crazy.

♦ ♦ ♦

What a World

ACUTTING from a Canadian newspaper says that a protest against imports of British cars has been received by the Canadian Government. The authors want Canadian anti-dumping duties to be imposed. Outside official circles the information was gleaned that the Canadian automotive industry had made the move.

All this is not a bit surprising, and will be duplicated in other countries as British cars begin to challenge the home producer. It was ever thus. What it does show is how drastically the British producer is being forced to load all his eggs into the export basket, and how fragile the handle of the basket is.

If the handle breaks it is to be hoped that the eggs will spill into the home market, and I am more than ever convinced that manufacturers have a right to know that this will be so.

♦ ♦ ♦

The Thick Red Square

MANY fair cities claim the honour of having the toughest pedestrians, but I would put in a word for Battersea. When the day's gas-brewing and electricity-making are done, the citizens form square in the road: they are heeding the rumble of a very distant tram.

While the Scribe waits until opposing traffic permits him to describe a respectful semi-circle around, as the French cavalry rode around those rock-like squares at Waterloo, he can study the granite face of proletarian England and reflect that nobody, thank God! ever broke a British square—except the Fuzzy-Wuzzies. An unwarlike disposition and thinning thatch alike unfit him for the part.

♦ ♦ ♦

Powerful

RECENTLY advertised in the *British Medical Journal* was a 1949 Sunbeam-Talbot 80-litre saloon. Quite a car. The advertisement continued that the car had "fitted covers." What for, asks a doctor friend; the engine hatches?

♦ ♦ ♦

Doors

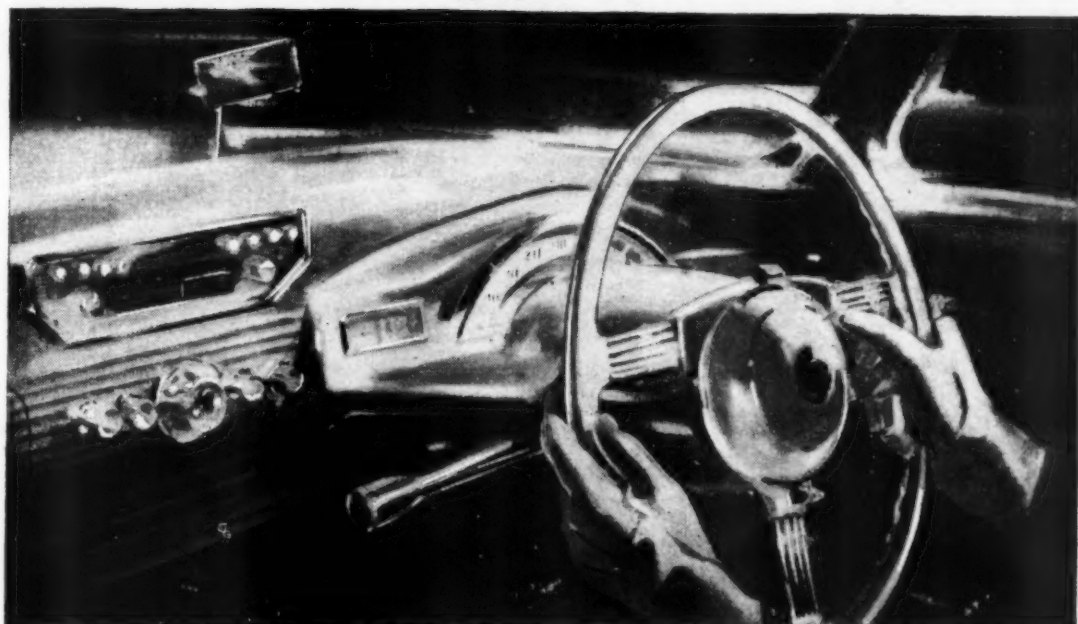
IN my heartless way, I am less concerned about small children falling out of cars, the doors of which are hinged at the back, than I am about door damage resulting from the door flying open. Such a statement (the brute!) needs explaining. When I was very young I often went for a ride in cars; I also had a happy childhood. But I was far too well disciplined to mess about with the fittings of the cars in which I travelled; my parents, suitably garbed, could enjoy the view



Primary and secondary reason.

with equanimity, for when young Scribe was put put, he stayed put.

But to get back to the doors. Modern sealing against dust is so good that, unless a window is open, it is often difficult to shut a door without a hearty slam. Consequently they get left on the latch and occasionally fly open. With higher speeds the damage that such an event can cause is considerable. So, when I advocate doors hinged at the front, a careful distinction should be applied between the primary and secondary reason. ("As I said before, dear, the man's a brute.")



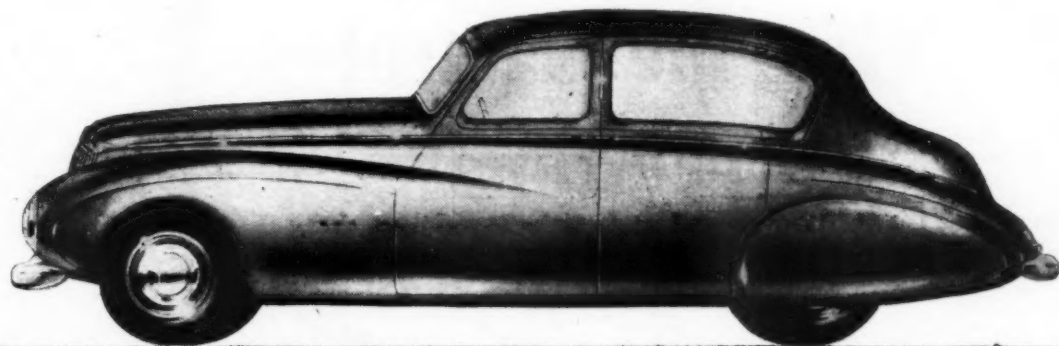
Everything under Control...

The man who sits behind the wheel of the Sunbeam-Talbot is the man who knows and appreciates that sense of complete mastery which comes from driving an essentially safe, controllable car. Powerful, efficient O.H.V. engine provides vivid acceleration and effortless high-speed cruising. Within his reach, lie all necessary controls, and the easily read instruments are visible through the unobstructed top half of the steering wheel, itself

set nearly vertical for precise needle eye steering. The "Opticurve" Panoramic windscreen offers vision free from distortion and dazzle, while all the stopping power of Lockheed hydraulic two-leading-shoe brakes are at his command. Fully proved Synchronomatic finger tip gear control is ideal for the sports car driver, and added to all these features is a remarkable degree of comfort, and spacious enclosed luggage accommodation.

Sports Saloon

Sports Convertible Coupé

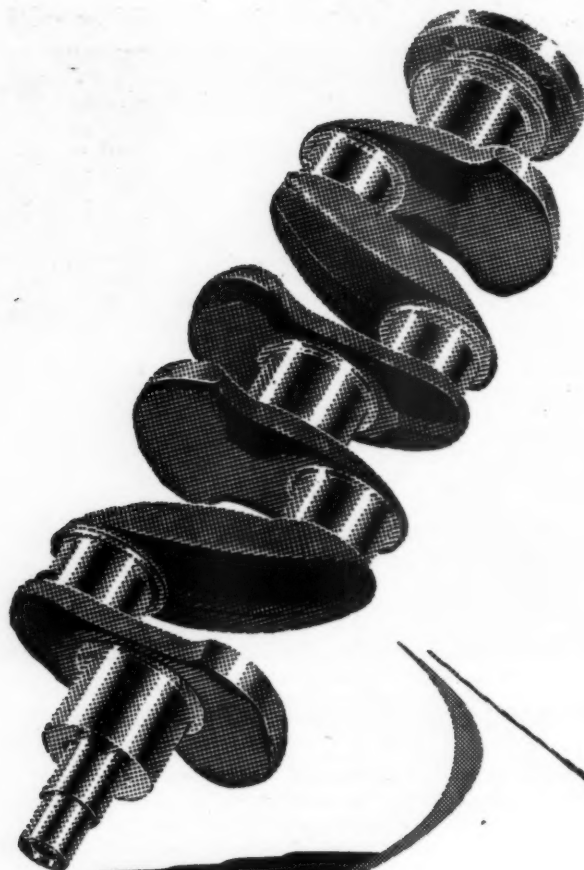


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every British car and motor cycle maker*

NEWS and VIEWS

NEW FORD MODELS : MARSHALL AID FOR SIMCA

Strike Over

THE 100-day strike at the Chrysler factories in Detroit has now been settled and a 54-hour week is being worked to catch up with production.

British Cars in Australia

IN the figures issued from Sydney is the news that the British motor industry supplied 78 per cent of all the new cars registered in 1949. In January, 1950, this proportion increased to 82 per cent.

Pilots in Birmingham

A SERVICE for piloting strangers in Birmingham has been inaugurated, with the approval of the A.A. and R.A.C., by the Old Square Garage, Ltd., Old Square, Birmingham, 4.

New Fords for 1951

NEW models made by Ford's of Dagenham, will be on view at the motor show in London in October. Production of the Prefect and Anglia will not be discontinued and parts for all present models will continue to be manufactured.

Petrol Jobs

CIVIL servants numbering 1,862 are employed on petrol rationing in the Ministry of Fuel and Power and 480 in the Ministry of Transport. The annual cost of their salaries is approximately £785,000. The cost of accommodation, postage and stationery is estimated to be about £200,000. The cost for Northern Ireland is £62,000.

Aid for Simca

THE well-known French Simca car factory is to be permitted a grant of 4,142,000 dollars from Marshall Aid, for the manufacture of the new Simca 1200 for export and the domestic market.

This grant, which is to expand production, is the largest single amount in the latest Marshall Plan allocation, which is shared by eight individual concerns. This will mean employment for another 3,000 workers.

Wolseley Turns Back the Clock

THE excitement of the early days of motoring will return, when from May 22 to the end of the Whitsun holiday, a 1900 Wolseley 3½ h.p. single-cylinder voiturette will tackle the run from John o'Groats to Land's End and thence to Oxford, a journey of over 1,000 miles under its own power.

It will be driven by St. John C. Nixon who himself was in the "Thousand Miles" of half a century ago, in which this veteran Wolseley took part.

He hopes that from the start he will be propelled, with the aid of a belt and chain drive, at an average speed of 12 m.p.h. His passenger will be Mr. Arthur Ayscough, a Wolseley service representative. Tension, of belt, chain and nerves, is expected to be at its height on Shap Fell.

New Ford Chairman

FOLLOWING the 21st annual general meeting of the Ford company of Dagenham, Sir Rowland Smith was elected chairman. After starting work as an apprentice with the Humber company, he joined Ford in 1924. Four years later he became general manager and subsequently managing director and deputy chairman. Sir Rowland was knighted in 1944.

Sir Patrick Hennessy, late managing director, has been appointed deputy chairman and managing director.



Sir Rowland Smith.

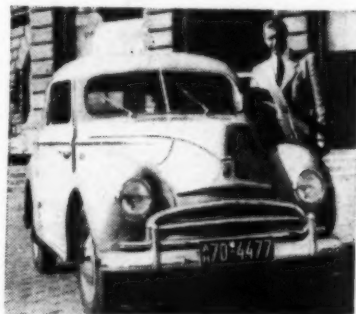
NO FOLLOW-THROUGH

WORK of the road safety section of the Road Research Laboratory, which has formed the subject of the series "Science and Road Traffic" in recent issues, was applauded during a recent debate in the House of Commons on the best use of scientific resources and manpower.

Mr. Erroll pointed out that before the war there was more outdoor fluorescent lighting on our roads than in the rest of the world put together—a very fine

example of the effective utilization of science by the industry of this country. In the Ministry of Transport there was an excellent though small organization—the Road Research Laboratory, with a road safety division which, in particular, had done some valuable work. But did the Ministry of Transport fully apply the results of the work? They were willing and able to carry out operational research on the study of traffic flow and to carry out investigations into the time-waste at spots of traffic congestion, but they were not called on to do that work. Good work had also been done on the study of road intersections and junctions.

Did the Ministry of Transport insist on the excellent results being implemented on the roads of this country? Britain could have an experimental fly-over crossing on one of the main roads of this country, so that the road research laboratory could carry out practical tests and investigations on the value of this type of crossing; and so that, when the country started on a big road programme, the necessary preliminary research would have been carried out.



Above is a new Ford Taunus saloon—the German equivalent to the Dagenham-built British Prefect. In spite of the car's high and narrow build, an attempt has been made to give it an American horizontal styling at the front.

The Veritas company is to build a version of the Dyna Panhard, under licence from the French firm of Panhard et Levassor. This picture shows a prototype with an attractive convertible body, which was shown at the Reutlingen exhibition on May 11.



NEWS and VIEWS

— continued —

Renault Price Increase

THE British price of the standard model Renault 760 has been increased from £320 to £370, and the purchase tax is now £103 10s 7d.

Swedish Exchange Rate

IN the article *First Time Abroad* in last week's issue, the rate of exchange for Sweden was incorrectly given as 30.47 Sw. kroner to the £. The exchange is, in fact, 14.47 Sw. kroner to the £.

Still Hoping

HOPES that a definition of utility vehicles will be possible which will enable them to be exempted from the 30 m.p.h. limit are still entertained by the Minister of Transport. Mr. Barnes said last week that he was studying further definitions.

Berlin Show

IN spite of a very short time of preparation, the Berlin Automobile Show, to be held from May 27 to June 4, promises to be a worthy successor to the pre-war exhibitions. All the space has been taken and it is expected that the British and U.S. motor industries will be strongly represented.

Motor Ball

ON the opening day (October 18) of the 1950 London motor show the Sixteenth Motor Ball will be held, in aid of the Motor and Cycle Trades Benevolent Fund, at the Dorchester Hotel, Park Lane, London, W.1. Early applications for table reservations should be made to the honorary organizer, The Motor Ball, 97, Park Lane, London, W.1.

S.M.M.T. Appointments

HONORARY officers elected at a council meeting of the Society of Motor Manufacturers and Traders include Mr. W. Lyons, chairman and managing director of the Jaguar company, as president; Mr. H. Spurrier, managing director of the Leyland company, and Mr. G. E. Beharrell, managing director of the Dunlop company, as vice-presidents; and Mr. W. R. Black, managing director of Park Royal Vehicles, was again elected as treasurer.

51,020 a Month

ALL previous production records were broken by the British motor industry in March of this year, when the figure of 51,020 cars was realized. Although March was, for statistical purposes, a five-week month the figure handsomely beats the previous best five-week month (September, 1949) when output was 43,608. Of the record total, 41,192 were for export (about 80 per cent), and the c.c. categories of the month's production were as follows, February figures being repeated for comparison:

	March	Feb.
Up to 1,600 c.c.	34,013	27,655
1,600 to 2,300 c.c.	9,163	7,067
Over 2,300 c.c.	7,844	5,972

Cars actually shipped during the month were also a record, numbering



A Standard Vanguard estate car which is being used to provide a "feeder" service for passengers on the helicopter service between London and the British Industries Fair, from May 8 to 19, at Castle Bromwich, Birmingham.

36,000, and more than 6,300 went to Canada, a dollar market. Just over 1,000 were exported to America.

The record is duplicated in commercial vehicles, and joint output over the first three months of the year was 198,000, joint export being 134,000. The export increase over the same period in 1949 was 53,000.

Export Organization

AS a result of the growth of overseas business conducted by the Nuffield organization, the export administration is being strengthened. Mr. H. C. R. Mullens, previously general manager of Nuffield Exports, Ltd., is returning to Cowley as director of exports—a newly created post. He will work in close co-operation with Mr. D. Harrison, home and overseas sales and service director.

The present general manager of Nuffield Exports, Mr. C. E. Aldridge, will shortly retire after 44 years with the old Wolsley company and the Nuffield Organization. He will be succeeded by Mr. J. W. Malone, whose post is taken by Mr. G. C. Tuck.

Towing Attachments

AFTER a long association with B. Dixon-Bate, Ltd., Mr. C. P. Witter has recently left that firm, and is now in operation independently, as a trailer and towing bracket consultant. Unfortunately, the impression was given in error in *The Autocar* of May 12 that Mr. Witter was still designing towing brackets for B. Dixon-Bate.

Prefabricated attachments for Austin, Ford and Standard cars, varying in price from £2 5s to £5 5s, can be supplied from his premises at 134, Foregate Street, Chester; equipment will also soon be available for the Jowett Javelin, Singer SM1500 and Morris Minor. Mr. Witter will very shortly be extending the range of equipment for caravan and trailer towing. The equipment has been approved by the car manufacturers.

Austin and Agriculture

AT the start of the agricultural show season, the Austin company has decided to exhibit at a number of shows including the Barton West, which opens on May 31, the Royal Highland Show,

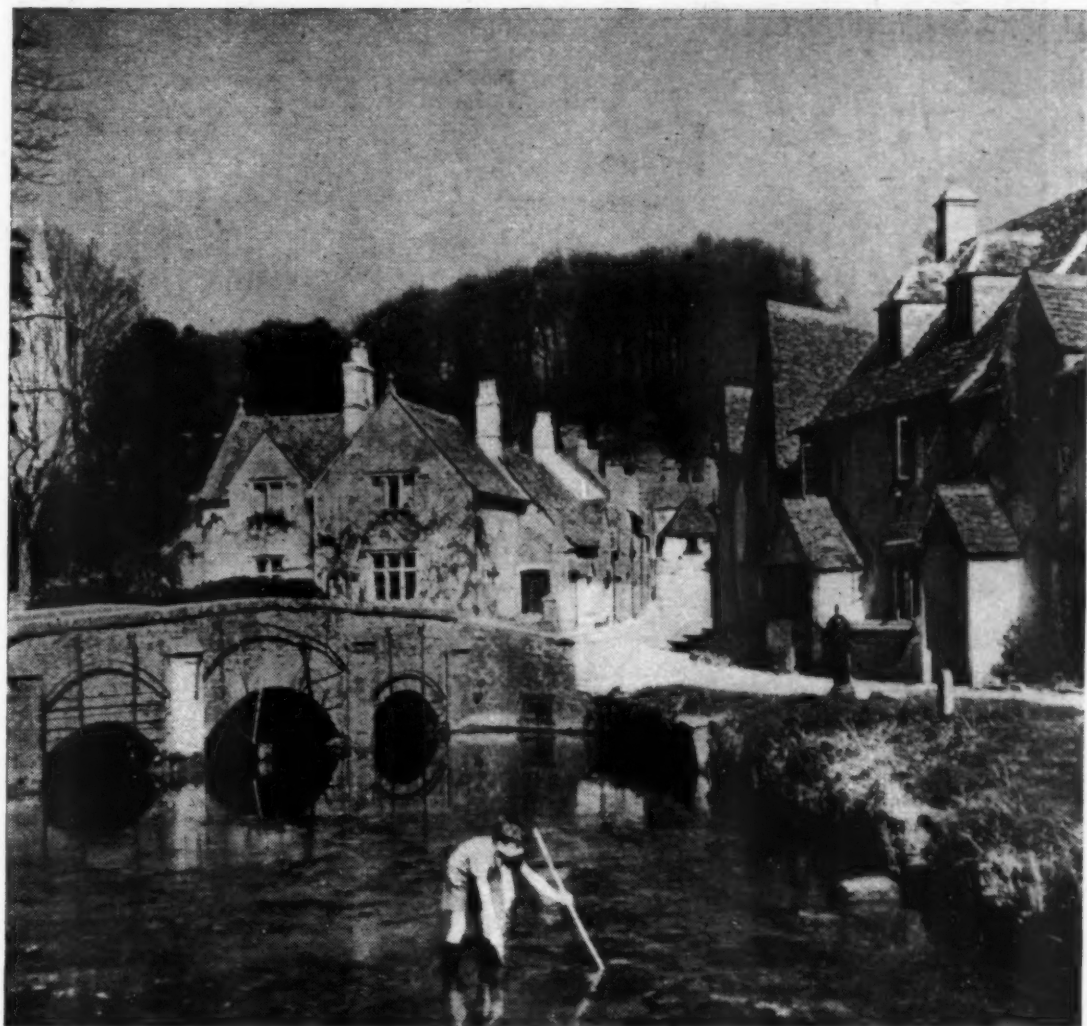
opening June 20, and the Berlin Show, which opens on May 27. Apart from commercial vehicles, the company will show various agricultural models designed for the A.40 and A.70 chassis. In Berlin the A.90 will be added to the list.

Silverstone Sequel

A BANQUET was held at the Royal Automobile Club, London, on Monday last, at which the prizes won in the 1950 Grand Prix d'Europe were presented. The chairman, Mr. Wilfrid Andrews, presided and a number of distinguished guests from abroad attended, including the Duc d'Ursel and the Comte de Liedekerke-Beaufort, vice-presidents of the Federation Internationale de l'Automobile.

In proposing the toast of the F.I.A., Lord Brabazon—who, incidentally, had missed the race, abandoning the attempt to reach Silverstone after being held up for 1½ hours at Buckingham—dwelt upon the enormous interest created by the event, which had excelled the weather as a topic of conversation. He also lamented the lack of touch of the authorities in allowing Brooklands, and subsequently Donington, to be closed to motor racing. He urged that pure speed should not be a fetish and that a race between sporting cars was more important than a race between fuels. He wanted to see a formula which would enable cars to be produced at a cost of less than £200,000, and said that the 500 c.c. race was the ideal type of event as a spectacle.

Lord Howe, who proposed the toast of the drivers, also thought that the 500 c.c. event provided a magnificent spectacle. He praised Hampshire for obtaining sixth place with a twelve-year-old British car, and was loud in his praise of the Alfa-Romeo team. Unfortunately the winner, who had returned to Italy at the weekend, was not able to receive his award in person, but the managing director of the Alfa-Romeo company was received with enthusiasm, and praised the R.A.C. for its splendid organization. He also praised not only his drivers but also the tenacity of the mechanics in preparing the cars, and the workers in the factory. The desire was, he said, to compete with the British B.R.M. car, which looked so good, and he offered the best wishes of Italy for its success.

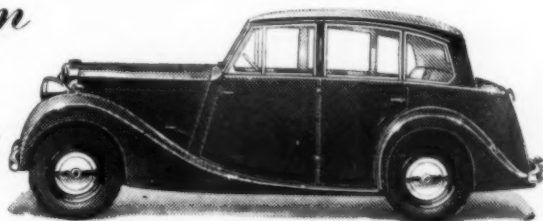


All that's best in Britain...

The quiet stream flows beneath the grey stone bridge: mellowed and softened by wind and weather
the old cottages cluster beneath the centuries-old church,
built by craftsmen whose work remains a perpetual witness to their glowing faith and their skill . . .
the same tradition of craftsmanship is seen in the products of the Standard Motor Company,
representing as they do in every detail of their design 'all that's best in Britain.'

The Triumph Renown

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 37, Davies Street, Grosvenor Square, W.1.
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TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

**SHELL
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FIRST!



**SILVERSTONE
GRAND PRIX D'EUROPE**

Won by G. FARINA at 90.95 m.p.h.

Second — L. FAGIOLI

Third — R. PARNELL

All driving ALFA-ROMEOS

500 c.c. RACE

Won by Wing Commander F. AIKENS

driving an IOTA-TRIUMPH at 79.29 m.p.h.

(Subject to official confirmation)



LEADERSHIP IN LUBRICATION



A Le Mans start for the 100-mile Heart Trophy event. The cars nearest the camera are (l. to r.) Tom Cole's Cadillac-Allard, Bruce Stevenson's V8 Special and the two Jaguar XK120s of Goldschmidt and Reider.

AMERICA'S "SILVERSTONE": GREAT DAY'S SPORTS CAR RACING ON LONG ISLAND

MORE than 23,000 spectators witnessed, on May 7, as fine an exhibition of sports car driving as one could wish to see, in a series of races held at Westhampton, Long Island. Nor was the dicing confined by any means to the smaller fry. With such top-flight European sports cars as Ferrari, Frazer-Nash, Jaguar XK120, Alfa-Romeo, Allard *et al*, battling it out yard for yard round a circuit that benignly enticed drivers into a very high rate of knots while at the same time murdering their tyres, the crowd certainly got its money's worth. It was only to be regretted that the pitwork was, in most cases, quite deplorable.

The events preceding the 100-mile race were of five laps each, and were broken down into the following categories: 750-1,000 c.c., 1,001-1,450 c.c., 1,451-1,950 c.c., 1,951-3,000 c.c. and an open class. Blown cars ran in each case in the category above their own, but as the smallest machines failed to produce the half-dozen required entries in order to make a race, the first two classes (up to 1,450 c.c.) were lumped together and run as a single event. This race produced a dozen entries, including two blown Crosley Hotshots, five TC and two TD-type M.G.s, a Cisitalia, a Fiat and a rather incongruous but very game three-wheel Morgan.

There was considerable excitement when, as the dust settled over the *chicane* at the end of the first lap and the machines came snarling into the main straight, not the formidable scarlet Cisitalia (handled by ace driver Jim

Pauley) was in the lead, but a black TD Midget driven by Brete Hannaway, a newcomer to the game and sampling his first race. Seven or eight lengths clear ahead of the pack, the TD crackled lustily at peak r.p.m. to hold its lead all the way down the mile straight and disappear into the far corner. In third place behind the Cisitalia was a TC Midget driven by Ted Dawson, and that was the way they stayed for the five laps until Hannaway got the chequered flag to gain a well-deserved victory. Only casualty was the little Morgan three-wheeler, which retired on the second lap.

RESULT

1. M.G. TD (Brete Hannaway), 12min 43.6sec, 70.45 m.p.h.; 2. Cisitalia (Jim Pauley); 3. M.G. TC (Ted Dawson).

M.G. Affray

Eight cars faced the starter for the second race, including five supercharged TC-type M.G.s, a brace of H.R.G.s (one of them an Aerodynamic) and a T.T. Replica "chain gang" Frazer-Nash owned by Dr. Samuel Scher and driven by Otto Linton. In this affray, John Bentley established a lead and held it until the chequered flag, driving a blown TC that formerly belonged to him and was lent by its present owner, Sidney Berger. Peter Iselin took second place in his blue H.R.G., while Bob Deshon was third in another blown TC.

RESULT

1. M.G. s (John Bentley), 12min 35.4sec, 71.47 m.p.h.; 2. H.R.G. (Peter Iselin); 3. M.G. s (Bob Deshon).

The third race really had the customers craning their necks, for the bunch of

eight machines, numbering as it did Briggs Cunningham's Ferrari and Larry Kulok's Le Mans Frazer-Nash, besides three 2.5 Alfas owned by Pompeo, Fina and Ulmann, promised and produced quite a spate of fireworks. There were, besides, a 2.5-litre Ford V8-engined B.N.C., driven by George Caswell; a Fitch Special (similar Ford power unit mounted in a Fiat 1,100 chassis and clad in a special body) handled by none other than the inimitable Mr. Fitch; and an Austin A.90, owned by David Gerli and driven by Norman Ulrich.

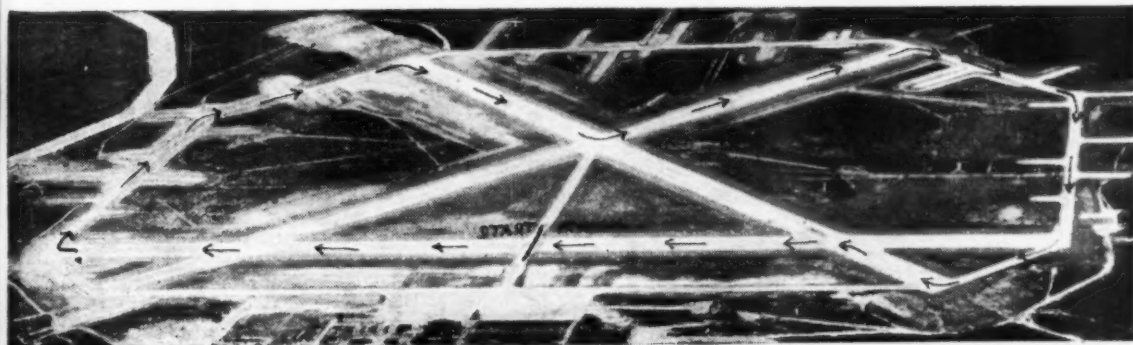
As in the preceding events, another Austin A.90, crewed by Alan Hess and Lt.-Col. Goldie Gardner, paced the pack round an abbreviated circuit before turning them loose. As the cars unleashed themselves, the throaty roar of their collective exhausts could be heard playing an obbligato to the high-pitched bark of the Frazer-Nash. This sleek, silver machine quickly jumped into the lead with Cunningham's maroon Ferrari in close attendance, followed by Tony Pompeo's 2.5 Mille Miglia Alfa, and Fitch.

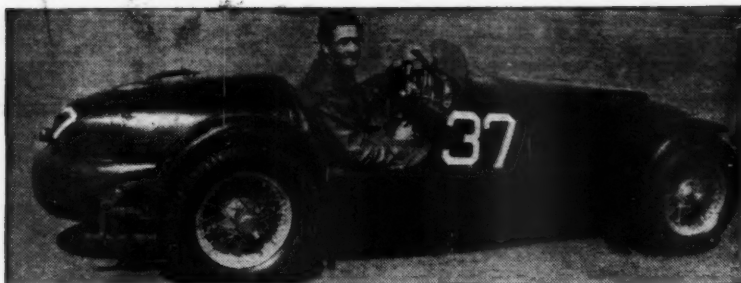
On lap two, however, Cunningham traded places with Kulok to assume the lead, while on the third lap Tony Pompeo also took his Alfa past the Frazer-Nash, only to drop back the fourth time round. The excitement reached its climax as Cunningham and Kulok howled up the straight for the last time, almost neck and neck, with the Ferrari winning by a bare half-length.

RESULT

1. Ferrari (Briggs Cunningham), 12min 30sec, 72 m.p.h.; 2. Frazer-Nash (Larry Kulok); 3. Alfa-Romeo (Tony Pompeo).

Aerial view of the three-mile airfield course with its nine bends. The perimeter track is 75ft wide.





AMERICA'S "SILVERSTONE" continued

Heart Trophy winner: Briggs Cunningham and the Ferrari.

Now came the qualifier for the "big stuff"—three XK120s, handled by Irving Goldschmidt, Bill Spear and Bob Reider; the phenomenal Cadillac-powered J-type Allard of Tom Cole and the V8 specials of Ledgie Pfund, Bruce Stevenson and Stephen Rose. Cole, blessed as usual with a great verve and assisted by an acceleration the like of which has yet to be seen outside Grand Prix stuff, at once took the lead and held it throughout, followed by Stevenson and then the silver-blue XK of Goldschmidt. On the second lap, Rose's V8 special pushed past Ledgie Pfund's V8 special, and on the third Reider's XK overtook Spear's similar car.

The leaders kept station until the finish, but on the fifth lap Pfund returned Rose's compliment and got himself back into sixth place. By this time, all drivers were acutely aware of the harshly destructive effect of concrete on tyre treads, and with the main event in view, none pushed up the knottage beyond the necessary limits to qualify.

RESULT

1, Cadillac-Allard (Tom Cole), 11min 32.6sec, 77.9 m.p.h.; 2, V8 Special (Bruce Stevenson); 3, Jaguar XK120 (Irving Goldschmidt).

Followed an hour's pause, ostensibly to give the drivers some rest until the main event of 100 miles, scheduled for 2 p.m., but in fact this rest period was spent by many of them in a fevered search for more and yet more tyres to replace the prodigious quantities of rubber consumed by the runways.

Mass Start

The Le Mans-type start used in the "Hundred-Miler" Heart Trophy race was a gladdening sight for any enthusiast with twenty-two shimmering machines, reflecting most colours of the rainbow, lined up diagonally on one side of the track. Alec Ulmann in his green Alfa scurried off to a lightning start, only to be caught by Cole's Allard from pole position.

In a moment they were all gone—save one; and that one, ironically enough bearing the number one, was the Frazer-Nash with Larry Kulok frantically tugging at the gear lever. In his eagerness he had gone too far over and slipped into reverse! An instant longer and then Kulok streaked off in pursuit of the field, with the characteristic Frazer-Nash exhaust note rising to a shrill crescendo, to pick up eleven places in two laps!

Soon, startlingly soon, Cole's silver Allard etched itself out of the *chicanes* and came quietly, swiftly up the straight well in the lead, emitting its characteristic "tea-kettle" whistle. Then it was Goldschmidt in his XK, followed by

Stevenson's V8 Special, Ulmann's Alfa, Cunningham's Ferrari, Reider's XK, Pompeo's Alfa, Iselin's H.R.G., Rose's and Pfund's V8 Specials and, already, the Frazer-Nash. The rest of the field came in a fairly close-knit bunch after a brief interval, but fourth time round Cole lapped the tail man, Fritz Koster in an H.R.G. Beyond the first few laps, during which Pompeo's Alfa gamely sought to fight it out with the leaders, the confines of the main issue became clearly apparent. That issue lay between Cole's Allard, Goldschmidt's XK, Cunningham's Ferrari and Kulok's Frazer-Nash. Goldschmidt, driving a steady, sensible race aboard a completely standard XK120 that did not even have the windscreen removed, held second place to Cole for 13 laps, and on the ninth momentarily threatened the leader. Cunningham, however, having played his customary waiting game, got a "step on it" signal from his pit and moved his Ferrari past Goldschmidt into number two position. Kulok, in fourth place, relentlessly stalked Goldschmidt for lap after lap, sometimes closing in and sometimes falling back a little, but always glued in close proximity.

From about the halfway mark, when the tyre bogey began fading from the drivers' minds and speeds increased somewhat, the friendly but deadly earnest dogfight between these two became one of the highlights of the race. Then on the 27th lap everything happened at once; Cunningham overtook Cole in front of the grandstand and went into the lead, while simultaneously, Kulok made his bid to oust Goldschmidt from third place. The Frazer-Nash actually overtook the XK as both cars raced at well over 100 m.p.h. towards the tricky corner at the end of the straight, and it became a question of who would back off first. Along the entire mile straight, thousands of people craned their necks; an instant later the blue XK was seen going into the turn ahead of the Frazer-Nash.

RESULT

1, Ferrari (Briggs Cunningham), 1hr 10min 11.4sec, 76.95 m.p.h.; 2, Cadillac-Allard (Tom Cole), 1hr 10min 12.8sec, 76.90 m.p.h.; 3, Jaguar XK120 (Irving Goldschmidt), 1hr 11min 16sec, 75.77 m.p.h.; 4, Frazer-Nash (Larry Kulok), three lengths behind. **Class Winners:** Up to 1,450 c.c.: Cistalia (Jim Pauley), 1,451 to 1,950 c.c.: H. R. G. (Peter Iselin), 1,951 to 2,990 c.c.: Ferrari (Briggs Cunningham). **Open:** Cadillac-Allard (Tom Cole).

Sidelights: Tom Cole finished with a badly cracked wheel that virtually held on by one bolt and a great deal of hope. Kulok's Frazer-Nash was over-gearred. Fitch was in serious mechanical trouble almost from the outset with a combination of partly seized piston rings and a slipping clutch. Fastest lap went to Cunningham with 2min 08sec.

ACCESSORIES

SCREEN SPRAY

RECENTLY introduced is the Lucas screen spray, consisting of a pump housing and glass water reservoir designed for under-bonnet fixing, an operating handle for fitting horizontally beneath the facia locker or shelf, and a single chromium-plated nozzle to fit on the centre line of the scuttle. The nozzle gives two fine jets which are thrown on to the screen at each wiper blade arc. A wire cable connects the operating handle to the pump unit and a connection on the pump receives the end of the rubber tube which runs up to the jet.

A pull on the handle charges the pump which then under its spring return action delivers water under pressure to the jet. This action is quite positive and one charge of the pump is sufficient to clean the screen.



The Lucas screen spray partly cut away to show the pump.

A filler orifice in the pump cover makes it unnecessary to remove the glass reservoir for refilling, so that it is not necessary in fitting the device to arrange for considerable clearance beneath it. Complete with all attachments, nuts, bolts and washers for fixing the Lucas screen spray costs £2 7s 6d. In winter an anti-freeze solution of alcohol and water is recommended.

UPHOLSTERY PAINT

LEATHER upholstery, whether real or imitation, is frequently a cause of shabbiness in pre-war cars. With age, a whole car gradually becomes somewhat tattered, and while the engine can be overhauled and the body recellulosed, the upholstery sets a special problem. Any paint which is to renew the surface must be hard wearing but completely flexible.

Such a paint is made by Nuagane Products, Ltd., 19, Soho Square, London, W.1. It is available in 20 stock colours or can be supplied in minimum lots of half a pint, to special requirements, at 10 per cent extra cost. It was found on test to be entirely opaque and flexible, giving a bright finish. With regard to wearing properties it is not possible to give an accurate report, but it shows every sign of being satisfactory in this respect. This opinion is backed up by the extensive use made of this paint in public service vehicles.

Nuagane costs 3s for $\frac{1}{2}$ pint, 6s for 1 pint, and 12s a pint. It is available from accessory and other stores.

The Autocar ROAD TESTS



DATA FOR THE DRIVER

AUSTIN A.40 SALOON

PRICE, with Devon four-door saloon body (with sliding head), £395, plus £110 9s 5d British purchase tax. Total (in Great Britain), £505 9s 5d. With fixed head, £392, plus £100 12s 6d purchase tax. Total £492 12s 6d. Heater £7 13s 4d extra, including purchase tax.

ENGINE: 10.63 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 65.48 x 89mm, 1,200 c.c. **Brake Horse-power**: 40 at 4,300 r.p.m. **Compression Ratio**: 7.2 to 1. **Max. Torque**: 59 lb ft at 2,200 r.p.m.

14.65 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 19 cwt 0 qr 17 lb (2,145 lb). **LB per C.C.**: 1.79. **B.H.P. per TON**: 41.77.

TYRE SIZE: 5.25 x 16in on bolt-on steel disc wheels.

TANK CAPACITY: 8½ English gallons. Approximate fuel consumption range, 27-34 m.p.g. (10.5-8.3 litres per 100 km).

TURNING CIRCLE: 38ft 6in (L and R). **Steering wheel movement from lock to lock**: 2½ turns. **LIGHTING SET**: 12-volt.

MAIN DIMENSIONS: Wheelbase, 7ft 8½in. Track, 4ft 0½in (front); 4ft 1½in (rear). Overall length, 12ft 9½in; width, 5ft 1in; height, 5ft 3½in. Minimum Ground Clearance: 6½in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of	
	10-30	20-40
	sec	sec
5.14 to 1	15.3	15.7
7.88 to 1	9.4	10.8
12.50 to 1	7.3	—
20.08 to 1	—	—

From rest through gears to:—

	sec		sec
30 m.p.h...	9.4	60 m.p.h...	45.6
50 m.p.h...	26.9		

SPEEDS ON GEARS:

	M.p.h. (by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	11-18	17.7-29.0	
2nd	23-31	37.0-49.9	
3rd	40-48	64.4-77.2	
Top	69.5	111.8	

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer
	m.p.h.
10	11.0
20	20.0
30	29.0
40	37.5
50	45.5
60	54.5
70	64.5

WEATHER: Dry, mild; light to negligible wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 3, 1949, and September 23, 1949.

The Devon four-door saloon with sliding roof and the current addition of hinged ventilator panels in the forward doors. All doors open from the rear edges.

No. 1408—AUSTIN A.40 DEVON SALOON

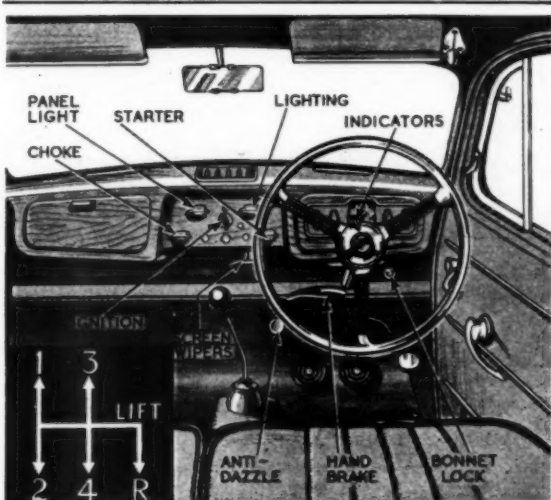
SINCE this journal carried out the first Road Test of the then new and unknown Austin A.40 early in 1948 a tremendous success has been scored by this model. It has become world famous, is as popular at home as it deserves to be, to an extent limited only by the dictates of the export quota, and in short has established itself firmly as a classic among the smaller cars. When one considers what it gives in relation to its price it is so very good that there is little need to dissect and analyse.

At a low price by present standards, and in return for economical running costs, it provides comfortable, swift motoring for four people in a way which can scarcely be too highly praised. From the driving seat it feels compact and most convenient in narrow country roads and in town traffic, yet seen from the outside it is of quite impressive size. It can form an ideal family car capable of taking the owner and his friends or family through any country with plenty of power in hand; it can be the business man's car, handy in town, smart and modern in appearance, and above all economical to whatever use it is put.

In the course of nearly two and a half years since the A.40 was last sampled in this way a number of modifications have been incorporated, chief of which is the raising of the final drive ratio to 5.14 to 1 from the original 5.43 to 1, with corresponding stepping up, of course, in the indirect gears. Whilst this change is not materially detrimental to top gear acceleration—the odd second or two, as shown by the stopwatch, has been lost—it is of very decided benefit in reducing engine speed for fast cruising, with the result that the current A.40 is happy at perhaps 5 m.p.h. higher maintained speed than the original version.

It remains lively, getting up into the forties quickly with only moderate use of the gears from rest, and on an average English journey, complicated by built-up areas, traffic and a multitude of bends, it is almost as fast as any car short of the top-performance class. On a main-road journey it can be cruised at 55 m.p.h. genuine speed, and does not feel overstressed mechanically even up to the maximum of which it is capable. It does not lose speed at all quickly on gradients, the engine will pull smoothly down to 10 m.p.h. on top gear, and, in spite of a quite high compression ratio, even on the low-octane British Pool petrol it evinced only a trace of pinking, over a brief span of engine revs at low speed. The engine is delightfully smooth and the only time when it is felt at all is in a slight roughness noticeable on the overrun—that is, when the throttle pedal is released to decelerate.

This efficient overhead valve four-cylinder engine has a quite remarkable ability to keep working hard, as recent record runs in the U.S.A. with this model have shown convincingly. The overall performance is so good as to





As compared with the earliest model of the A.40, separate side lamps are fitted. The outer sections of the wings are made readily removable for repair or replacement in the event of damage.



The body is pleasingly proportioned and the lines are not likely to date. In detail are seen the petrol tank filler, the cap of which has a quick bayonet action and is anchored against loss, the twin rear and stop lamps, and the sturdy bumper, curved round at the extremity to give some measure of additional protection, and fitted with overriders.

ROAD TEST

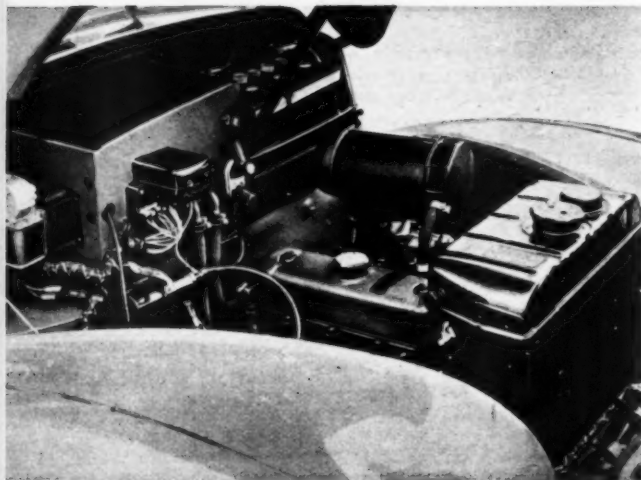
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emphasize quite strikingly the vast improvement that has taken place since the war in this class of car in acceleration, hill-climbing and easy cruising speed.

It is very easy to drive, a comfortable position at the wheel inspiring confidence. A driver who does not claim any special skill finds himself quickly at home in it and able to make it travel either leisurely or fast with equal facility, whilst the practised driver who wants to hurry soon discovers that it suits him well. It is a car with which one makes friends in the first few minutes, and an eagerness and willingness about it quickly strengthen first impressions into a positive liking.

The power-to-weight ratio is quite good and the A.40 feels alive and vital, yet it is certainly not undergeared in its current form. It is capable of putting well over 40 miles into the hour in the hands of a driver who wants to get along. By contrast it is admirable for ordinary unhurried motoring and in town traffic it can often score over bigger cars. Third is a high enough ratio to be useful to a driver who regards the gear box as a means of obtaining the best performance from a car of small or medium engine size,

The engine and under-bonnet arrangement in general is neat and main components are accessible. The oil filler is handy in the valve gear cover, the air cleaner does not obstruct access to other components, the 12-volt battery is well placed on the left, and the radiator filler cap is a patented design which prevents water loss by spillage. The bonnet, released from inside the car, is held open by a self-locking strut.



yet is low enough to serve when a change down on a moderate gradient has been left late.

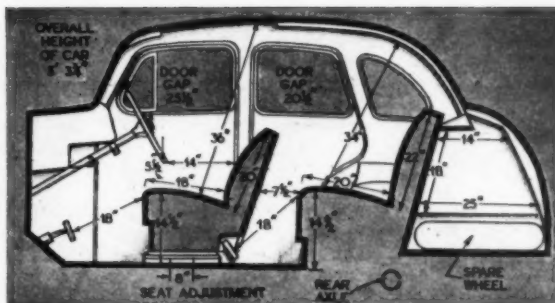
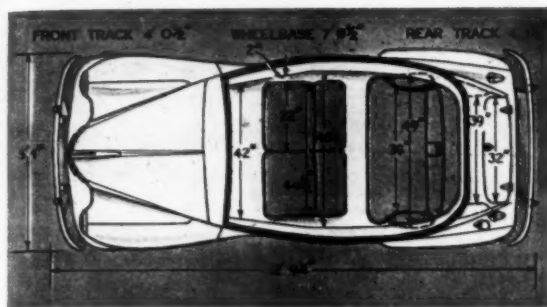
Control is thoroughly satisfactory. The fairly high geared steering is definite yet light, with very little trace of oversteer, and it has castor action. This car feels safe at speed and it is braked well by the Girling hydro-mechanical system; that is, the shoes are hydraulically operated in front and mechanically on the rear wheels. Fairly firm pedal pressure is necessary for maximum results, which are really effective when required, while the ordinary course of driving needs no more than moderate pedal pressure.

In front the suspension is independent by coil springs; the riding is a good compromise between firmness and softness. It is not everyone who wishes to take bends fast, but the A.40 will do this kind of thing with no serious degree of roll. At both back and front the riding is comfortable. A fair amount of vertical motion or slight bouncing occurs at times, but such movement is well damped and the riding over stone setts is commendable. In the course of an extensive test it was noted with particular interest how well the car behaved on a 100-mile journey with three passengers in addition to the driver. If anything, it was then steadier on bends taken quite fast than with a lighter load, and though on certain hills perhaps a gear lower than would have been needed with the driver alone, or with only one passenger, may have been required there was little suggestion of being slowed by the added weight. With this loading the Austin took very comfortably on second gear the quite severe hill of 1 in 64 maximum gradient frequently included in these tests.

Excellent Gear Change

The A.40 retains a central gear lever and renewed experience of this arrangement emphasizes that as a means of changing gear it has not yet been surpassed. The synchromesh on the Austin is excellent, applying to all upward changes and downward to third and second in the four-speed box. It is so finger light and swift a gear change, with an entire absence of whipliness or lost movement, and such good synchromesh, that the lever almost falls into third and top—movements which can be made without entirely removing the left hand from the steering wheel. The lever is so shaped that, whilst it forms an obstruction in the front compartment as compared with a lever mounted on the steering column, it would actually be possible to carry a third passenger in front in an emergency, certainly a child, to which end the front seats, though separately adjustable, meet at the centre. The gear lever is sufficiently out of the way for it to be convenient for the driver to use the left-hand door.

The clutch action is smooth and no special care has to be taken in starting from rest. The driver sits well up to



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

and over a spring-spoked steering wheel of just the right diameter and rim shape, and mounted on a nicely raked column. In a right-hand drive car he can see the right wing, though not the left-hand one even by leaning over, which is curious in a car of comparatively small size. The shortness of the bonnet and its lack of obstruction to vision are helpful. The windscreen pillars, however, are rather thick, a fact at times noticeable. The pull-and-push pattern of hand brake control is set horizontally and is more convenient than some of its kind.

This latest A.40 saloon has pivoted ventilator windows in the forward doors, additional to the drop windows, by means of which a gentle ventilation can be obtained by an extractor effect, or by using them as scoops a stream of fresh air can be directed into the car. All four doors of the Devon saloon open from the rearward edges and it is available with a sliding roof, as on the model tested.

Another improvement over the early model is the fitting of a horn of quite strong but pleasing note. A complete

view is given by the driving mirror, which is tinted to reduce glare from behind at night, a rear window blind not being fitted. There is excellent provision for carrying oddments by means of a locker in the fascia with a lid, a full-width shelf under the fascia, and receptacles provided low down in the thickness of the forward doors. Interior finish is well done and cheerful in character. Equipment is complete to such items as anti-sunglare vizors and a central folding arm rest in the rear seat. A recirculating type of heater, as fitted to the car tested, is available at moderate extra cost. It provides useful warmth and is connected to ducts for windscreen demisting and de-icing; the operating fan could be quieter. There is provision for fitting radio as an extra.

The range of instruments includes an ammeter as well as an oil pressure gauge, but not a clock. The head lamp beam is satisfactory up to the full speed of the car. An owner would soon get used to the point, but at first acquaintance some doubt arises at night from the similarity of the knobs used for all the minor controls, except the windscreen wiper on-off switch, which alone is distinctive. As regards daytime, all these controls are plainly labelled.

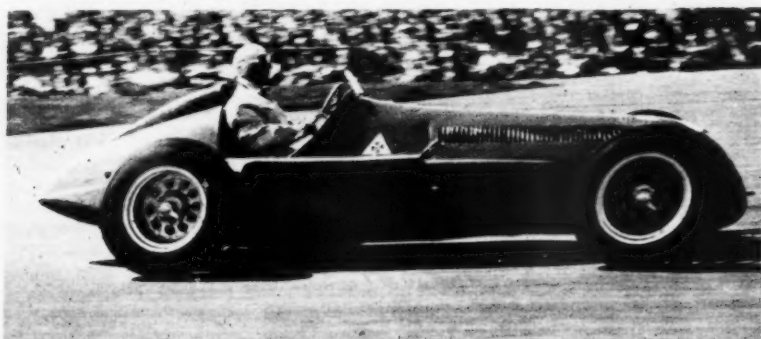
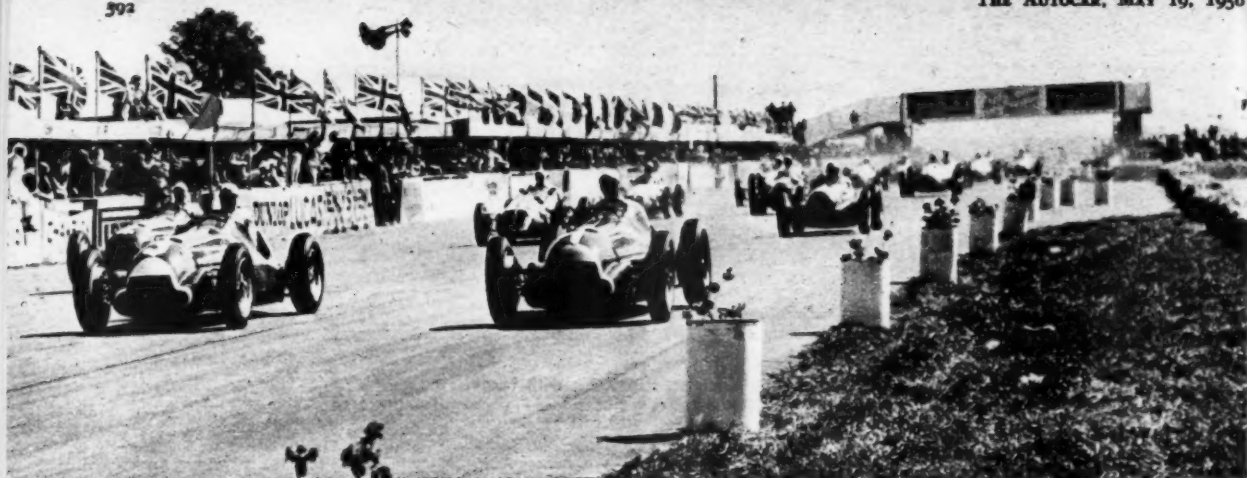
For cold starting there is a combined choke and throttle opening control which gives a fast engine speed for warming up if required, or to make initial driving off easy. The engine quickly settles to steady pulling from cold, and at all times an instant start was obtained.

There is useful luggage space and, if required, the downward-opening lid can be used as a platform. The spare wheel is carried separately but the hinged floor of the main compartment has to be raised for access to it.



There is rather surprising space in the body, including very useful leg room in the front compartment. The width of door openings is such as to make getting in and out easy. The forward mounting of the gear lever base, and its cranked shape, allow the possibility of carrying a third person, or at least a child, on the front seats, which are separately adjustable but meet at the centre.





Grand Prix start—the Alfa team, narrowly headed by Fagioli, streaking into the lead at the fall of the flag. Left: Farina, the winner, displaying complete control with perfect poise at maximum speed down Hangar Straight.

A Royal Silverstone

Report on pages 580-583



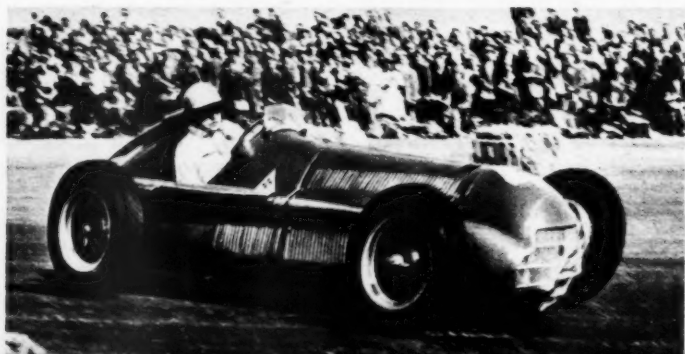
On the starting grid, Fagioli stops his ears as the engine of his car is run up for a final check; the mechanic on the right is removing the portable starting motor.



The happy Alfa-Romeo *équipe* after the finish. Left to right, Guidotti (team manager, smiling), Parnell, Alessio (general manager, half-hidden), Farina, Satta (chief engineer, in spectacles), Fagioli and Giulio Ramponi.

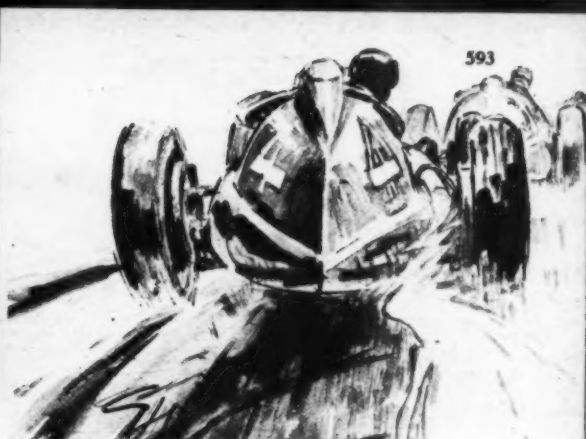
Baron de Graffenried, of Switzerland, close-cutting the straw bales at Club Corner.

Parnell taking Stowe Corner in unruffled style during the closing stages; note the battered cowling, the result of his collision with a hare.

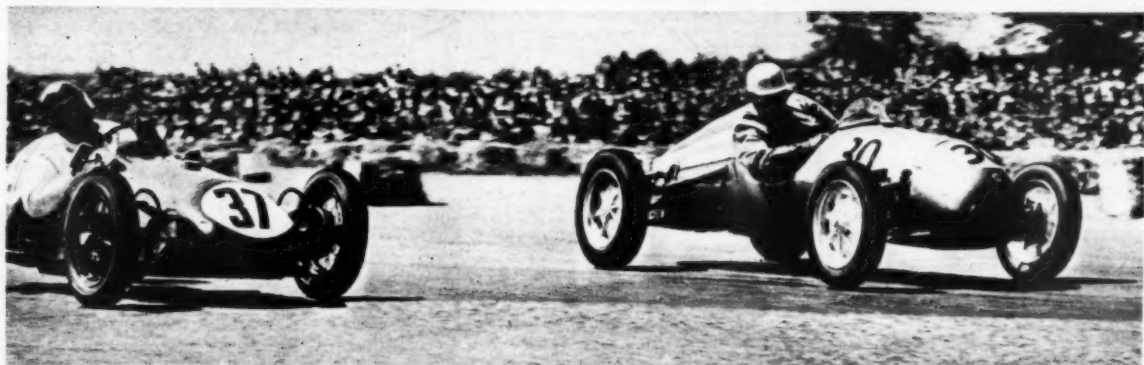




Parnell's pit stop; team manager Guidotti (dark glasses) giving instructions, while Ramponi watches from the pit counter. Three points to notice: the comparatively unworn state of the rear tyres, the beautifully made cut-off nozzle of the pressure refuelling hose, and the cover to obviate risk of fire over the exhaust pipe.

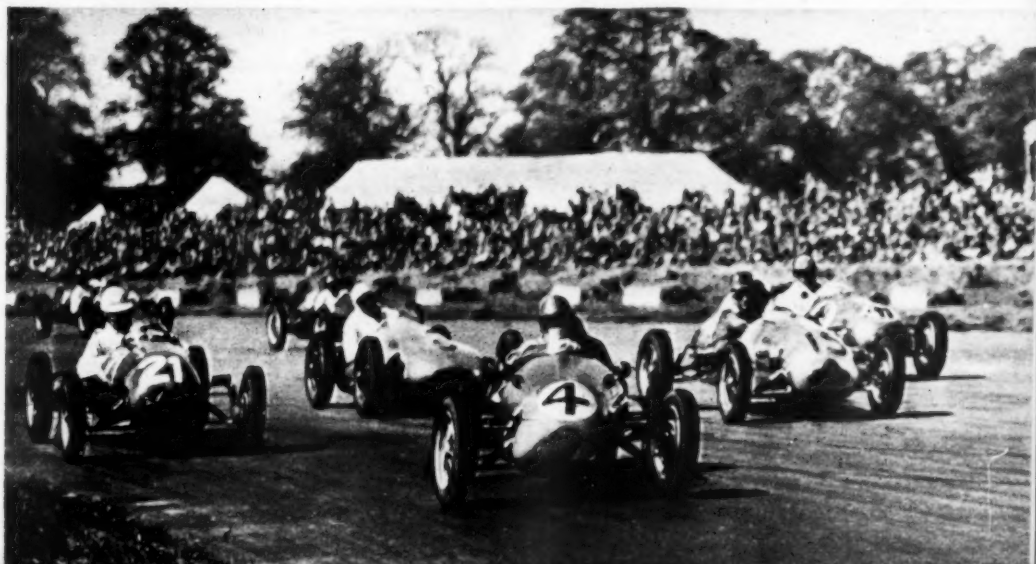


In the tracks of the maestri—Signor Parnelli. Below: Louis Chiron, the debonair, with handkerchief between teeth, entering Woodcote Corner in his 4CLT Maserati, closely followed by Fagioli and Parnell.



The final of the 500 c.c. race saw a terrific duel between Frank Aikens' Iota and Stirling Moss' Cooper—here they are at Club Corner.

Right: Almost a nasty moment—Dryden correcting a terrific slide with his Cooper-Norton in front of Aston's Cooper, the Emeryson and Brandon's Cooper, as the pack enter Woodcote Corner during the second heat of the 500 c.c. race.





ANNO 1948: Ghia's Fiat 1500 . . .

Strategic

ITALIAN STYLISTS ARE LEAVING DETROIT A

CURRENT FRONT ENDS



Riva brothers and Count Lurani with Fiat 1100.



Fiat 1400 by Stabilimenti Farina.



Siata Special Fiat 1400.



Fiat 1100 by Castagna.

THE coachwork exhibits at the Turin Show, like those seen earlier at Geneva, reveal that there has been a halt in that surge of invention and seemingly logical development of line, by which the Italian coachbuilders established themselves as the arbiters of automobile style soon after the war. There are still artistry of line and ingenuity in detail, but while the chassis designers have been rearranging the mechanical components the body designers have been taking an uneasy look at the trend in appearance.

As a result there is an air of anti-climax as the leaders withdraw from their advanced positions and seek new inspiration in old themes. They are not abandoning the full-width body, because buyers will not give up the body space and generous luggage room which they now enjoy, but the enclosure of front wheels has been dropped because it is vulnerable and expensive, and covers over the rear wheels are now the exception. Hard commercial factors are restraining the exuberance of the stylists and one of the leading coachbuilders told me: "There have been too many new ideas. If a client is going to pay two million lire or more for a body, he wants an assurance that it will not be rendered unfashionable in a few months by some new development in style."

Another influence has been the growing com-



. . . but there are exceptions!

petition between Italy and the United States in appearance. Italian body specialists have been lured across the Atlantic to work in the styling departments of United States manufacturing plants and some of the latest American models exhibit a refined and sophisticated air not seen before. The need to ensure sales approaching one million a year has, in the past, forced Detroit to dress its products with a certain gaudy vulgarity to ensure mass sales among semi-literates, and Italian specialists have long taken new ideas from America and refined them for a more critical clientele. Latterly the process has been reversed and America has been using Italian ideas with excellent results. The cars remain bold and bulbous, however, and Italy is now staging a strategic withdrawal which

Withdrawal

MONOPOLY OF WHALES WITH HARMONICAS

by GORDON WILKINS

will leave Detroit a monopoly of the whales with chromium dentures and the hogs with harmonicas.

The coachbuilders of Milan and Turin are now seeking a return to the fundamentals of Italian style in a spirit of "*reculer pour mieux sauter*." There is, moreover, a definite effort to cut manufacturing costs. Upholstery in fine hide is still popular, especially when English leather can be obtained, but some very artistic effects are now produced by a combination of cloth and P.V.C. sheet, some imported from Britain and some obtained from Pirelli, who now make this admirable leather substitute in Italy.

Environment is vital to the artist, and when one looks at the surroundings of Milan and Turin, the architectural splendours of the North Italian cities, the wonders of their palaces and art galleries, and the countryside with its profusion of lilac, hydrangea and wistaria in the spring sunshine, it is clear that the Italian coachwork designer lives in surroundings which prove a continuous inspiration and stimulus to artistic achievement and can only be envied by his British colleague in the smoke-begrimed industrial belt of Britain.

There are many other factors which help. Although Communism is a problem in the big factories, the initiative and enthusiasm of the sheet metal workers in the small shops do not seem to have been blunted by political agitation or trade union restrictions. Employers, too, are relatively free from official interference, and they can devote to constructive work the time which their British contemporaries devote to the filling up of forms. Finally there is an assured home market, for there are still many wealthy people in Italy and their spending is not restricted by purchase tax. In such conditions, coachbuilders can produce an endless flow of detailed refinements, executed with watch-like precision, which excite the wonder of engineers and artists alike.

The reputation of Italian coachbuilding owes much to a small group of men of impeccable taste who control their own businesses and personally evolve the lines, trim, equipment and detailed finish for their cars. They combine a knowledge



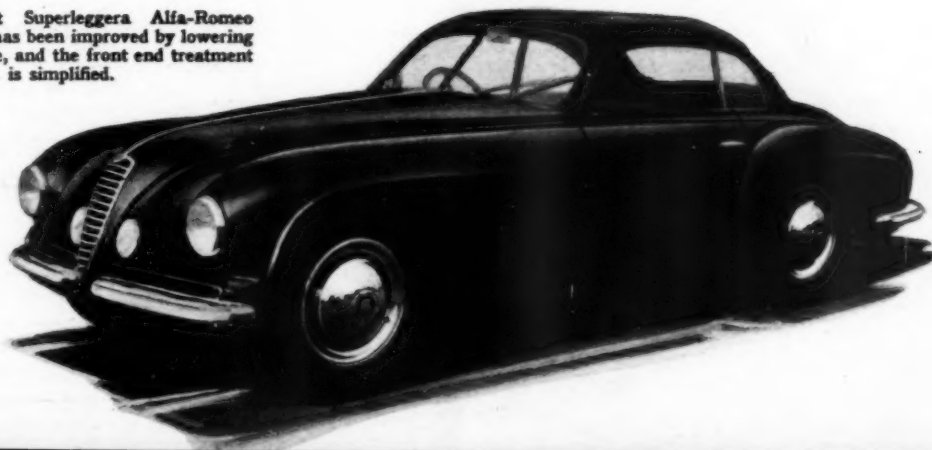
ANNO 1950: And Ghia's Fiat 1400.



(Above) Ghia's 2,500 Alfa-Romeo maintains the wide intake but places the emphasis on the conventional grille form. (Below) A curious departure from customary Superleggera line seen on Touring's Fiat 1400. The grille is recessed under a projecting cowl.



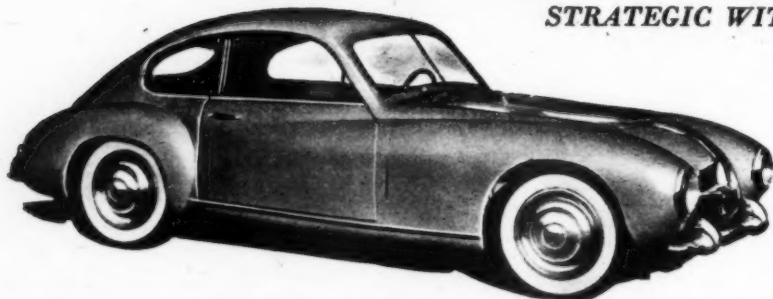
On the latest Superleggera Alfa-Romeo coupés vision has been improved by lowering the bonnet line, and the front end treatment is simplified.



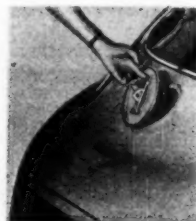


Flower beds and flags deck the entrance to Turin's Motor Show held in the newly extended Palace of Exhibitions, a magnificent post-war building in a park-like setting on the banks of the River Po.

STRATEGIC WITHDRAWAL . . . continued



A newcomer with beautiful lines. Riva's coupé on a lowered Fiat 1100 chassis. One of the many interesting details is shown on the right. Pressure on the I of the nationality plate releases a handle which gives access to the petrol filler.



of the world with skill in business and a personal capability in design in a way which reminds one of the great dress designers. They have much in common, they work for the same clientele and

manship and artistic appreciation extend into remote places. I visited their works at Merate, near Como, and found two modest young men running a small family business, building bodies for trucks and vans in a village workshop. They tried their hand at quality coachbuilding with advice and encouragement from Count Lurani and have produced work which, in form, finish and detail refinement is right in the top class. Yet not a line has ever been drawn on paper. The designs begin as full-scale wire frames on which the main panel lines are indicated and modified until the main features of the appearance are settled. From this a wooden panel rig is made, showing all the main features of the car. The panel workers then hammer out the panels, using the rig as a guide, and weld them together to fit over a steel framework welded to the chassis. The whole business employs thirty people and its overheads must be negligible. Yet it is producing results which must be the envy and despair of many better-equipped factories throughout the world.

There are small shops in Britain which, with guidance and encouragement, might achieve similar results, but the difficulties are incomparably greater, and there is little incentive to make the effort while the home market is crippled by purchase tax, and retrospective laws are passed to deprive the enterprising of the just fruits of their endeavours.



Several coachbuilders are working on new fully panelled bodies with the carrying capacity of a station wagon and the elegance of a saloon. This one is by Castagna.

they have a similar capacity to mould their materials to their own ideas.

The rise of the Riva concern, which has created enormous interest with one single body at the Turin Show, is typical of the way in which crafts-

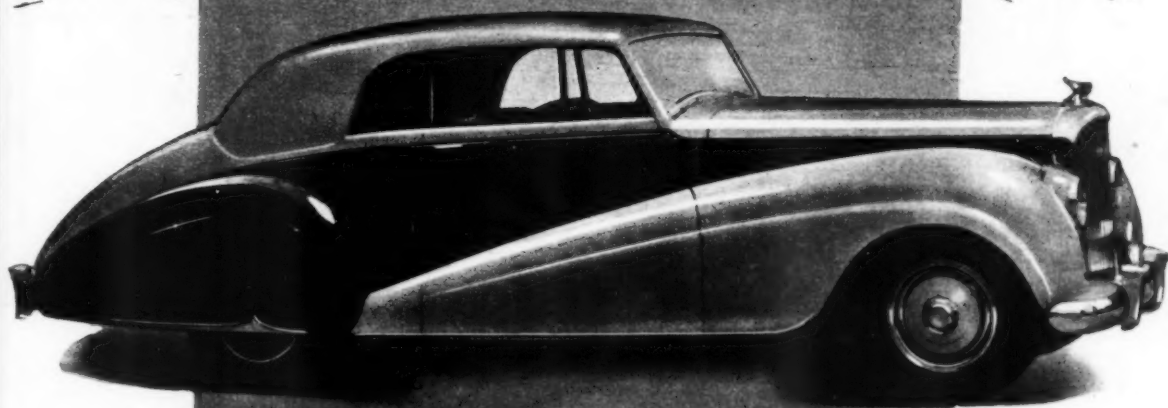


The impressive two-door coupé evolved for the Italmeccanica chassis with supercharged Ford V8 engine, by Stabilimenti Farina.



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SHOW NOTEBOOK

THE LIGHTER SIDE OF THE
NEW YORK SHOW—CADILLACS
FOR U.S. LE MANS ENTRY



The Jaguar stand at New York with an XK120 as the centrepiece.

WELL, it's all over, including the shouting, and, looking back, the first all-British car and motor cycle show held in New York (or for that matter in the United States) was an unqualified success. Nearly 110,000 people paid for admission during the nine days of the exhibition, notwithstanding the pickets, their placards and their hoarse voices urging people to "Boycott British goods. . . ." Those lads must have used up most of their dollar-an-hour (or whatever it is they are paid) buying throat lozenges. Passers-by grinned, took photographs and went in anyway, while burly cops watched benevolently.

Funniest sight was a group of young men parading the corner directly opposite the Grand Central Palace and also carrying placards. The placards read: "Be Original! Picket the Pickets!" Some doubts were expressed as to the wisdom of charging 90 cents (about 6s 5d) admission fee, but this policy entirely vindicated itself. Obviously, people with limited budgets who had to choose between the Motor Show and a movie and decided on the former were really interested in cars.

Like every other motor show, this one produced its quota of howlers, and some of them are worth the telling. There was the man who walked up to the Lagonda stand, gazed critically at the chassis, then enquired about prices. The salesman meant to say \$6,950, but he was tired and

probably without even realizing it he replied: "Sixteen hundred and ninety-five dollars." The visitor nodded thoughtfully, added another catalogue to his collection and ambled off. About twenty minutes later he was back again. "You know," he said, "I've been shopping around the stands and I don't think that Lagonda of yours is bad value at \$1,695. At any rate it compares quite well with my Chevy. . . ."

At this same stand, a self-styled technician was heard to explain to his pal that England was now manufacturing friction-drive cars. "Whaddaya mean—friction drive?" the friend asked. Pointing to the De Dion axle of the Lagonda, the expert said: "See those two round things that look like brake drums, there, in the middle of the axle? Well, those are for the friction discs!"

Then at the Healey stand a young man popped up with his girl friend and began telling her about the Wade-blown Silverstone model. "It's one of those new single-cylinder, air-cooled jobs," he explained. "The British build them that way, now, to save gas." Pointing to the blower under the grille, his girl asked: "You mean that thing sticking out in front—that's the engine?" "Uh-huh," nodded the swain. "It's a horizontal job." Apparently, even to the untechnical feminine mind this was a bit hard to swallow, for the young lady enquired somewhat sceptically: "But then, if that's the engine out front, what do they want such a long hood for?" Quite unperturbed, the young man replied: "Oh, that's for luggage. You know, the same way as they had it in the Tucker. . . ."

Not one, but several kibitzers walked up to the Frazer-Nash stand wanting to know whether the Le Mans and Mille Miglia models were "that new \$1,000 Nash car everyone's talking about?" There was even the fellow who had no doubts about it. Nodding at the air intake bulge on the Frazer-Nash bonnet he remarked: "I guess that's for the Nash Weather-Eye air conditioner, isn't it?"

But here and there a long-suffering salesman managed to hit back. To the curious individual who wanted to know, "Why do so many of these foreign cars have holes drilled all the way round the wheels?" the salesman replied with a straight face: "Well, you see, it's like this. When the car runs through a puddle, there's a lot of muddy water that comes splashing up. With a solid disc wheel, that water has no way to get out. That's why we drill holes in our wheels. They're to let the water out." The inquisitor thanked him and walked off, quite satisfied with this explanation.

U.S. AT LE MANS

THE scuderia Briggs Cunningham is pleased with the progress made towards completion of the two Cadillacs that are scheduled to run at Le Mans. One of these cars is the Type 61 two-door sedan, while the other is having a special body of light alloy built for it by a leading aircraft firm. Both cars have the new V eight push-



Lord Selkison and Briggs Cunningham at the show stand of the Sports Car Club of America. Both are to drive in the Watkin's Glen Grand Prix in September. Leslie Johnson is also an entrant.

SHOW NOTEBOOK continued



John Koehnle (black hat) with the car which he hopes to enter for the Indianapolis 500. It has independent rear suspension and a three-carburettor, twin o.h.c. Voelker engine said to develop 300 b.h.p.

rod o.h.v. Rocket engine, albeit modified within the framework of the regulations so as to produce horses over and above the usual quota of 160. Certain laudable things have been done to the camshafts, compression ratio and carburation. The braking and steering departments also are receiving what I am assured is adequate attention.

If present arrangements hold good, Briggs Cunningham will handle one of the cars, while Sam Collier will drive the other. Sam is, of course, brother of the famous Miles, and those two probably have behind them more experience in amateur road racing, European style, than almost anyone else in the U.S. The irrepressible Alec Ulmann, chairman of activities for the Sports Car Club of America, is going along to cope, among other things, with the verbs transitive and intransitive—in French!

For Briggs Cunningham, this promises to be his busiest racing season so far. By the time this appears in print he will have driven his Ferrari in the Suffolk County airfield race (page 587) and will be getting things lined up for Bridgehampton on June 10. Then off to France by air for Le Mans, after which he will return home to start preparing for the Watkin's Glen Grand Prix in September.

Briggs, as usual, was modest and rather reticent about the expected performance of his cars. When I asked him why he had chosen a brace of Cadillacs for a gruelling affray like Le Mans, he replied: "Well, we're just going along to see what will happen."

One of the Austin taxis running in New York. Drivers are taking a great interest.



However, at an S.C.C.A. dinner the following evening which, incidentally, was attended by no less a person than Geoffrey Smith of *The Autocar*, it was Miles Collier who took the prize for an interesting little speech anent Le Mans that was the essence of that variety of well-bred modesty dear to sportsmen at home. Said Miles: "We are not going over to show anyone anything. What we are anxious to do is to learn something from people who know more than we do. We will be happy if we finish tenth, or seventeenth, or even if we finish at all. Over here we have only just got going in earnest in this sport of road racing, and if there is one thing we do know it is that we still have a great deal to learn. . . ."

It is true to add, however, that anyone knowing Miles Collier would expect from him precisely the kind of speech he made.

MY FRIEND THE CAB DRIVER

AS I've said before, New York cab drivers as a whole are a pretty likable tribe who go about their exhausting jobs with a long-suffering patience that deserves to be recorded. If there is anything to be said in mitigation of my somewhat extravagant habit of frequently riding in cabs in a city like New York, it is the fact that these drivers scarcely ever fail to come up with some tit-bit of information. The other day, for instance, while we waited for the lights to change and free a traffic jam that was nailing us in the middle of the block, I said to the driver: "You know, if this cab were smaller you could save a lot of time. That open lane on our left, for example; although it's not wide enough for any average American sedan you could squeeze a small car right to the top of the line, along there." "You can say that again," the driver nodded. "Why they build these big cabs, I'll never know. It's hardly ever that we use the full seating capacity." Intrigued, I asked if he had any figures on the subject. "Sure I have," said the driver. "Take your case. You're the twentieth fare I've picked up since eight o'clock this morning. Of those twenty, eighteen were single passengers like yourself. The other two trips I carried two passengers each time."

Later in the day I quizzed another cab driver on this subject. He replied without hesitation that on the average only once in every twenty-five trips did he carry more than two passengers. "The rest of the time," he added, "we're usin' up gas and tyres and nerves—for what?"

It was with interest, therefore, that I learned that a new Austin cab had been seen on the streets. With a four-foot shorter overall length than the average American cab, an attenuated liking for petrol, a seating capacity of five and a 26ft turning circle, the Austin taxi, so popular in London, may well have a future.

THAT METRIC SYSTEM

OH, and I nearly forgot the prize leg-pull of the Motor Show! It concerns the better half of that charming couple, Helena and Jack Law, who did a magnificent job in handling the show publicity for Sir William Welsh. Mrs. Law was heard to remark before a visitor to the Press Room that she was getting to know British car specifications pretty well. "Perhaps you can help me, then," said the visitor. "I keep seeing on the various stands 1,500 c.c., 2,500 c.c., 3,000 c.c. What on earth does c.c. mean?" Quick as lightning came Helena's reply: "Why, don't you know? That's the Spanish for 'yes'!"

And this final one, I think, also merits inclusion. There was the man who stood gaping for several minutes at John Cobb's famous record-breaking Railton, the body of which was elevated on stilts to show the innards of the chassis. "Beats me how that guy ever managed to go 400 miles an hour," said the man, "sitting so high off the ground!"

JOHN BENTLEY

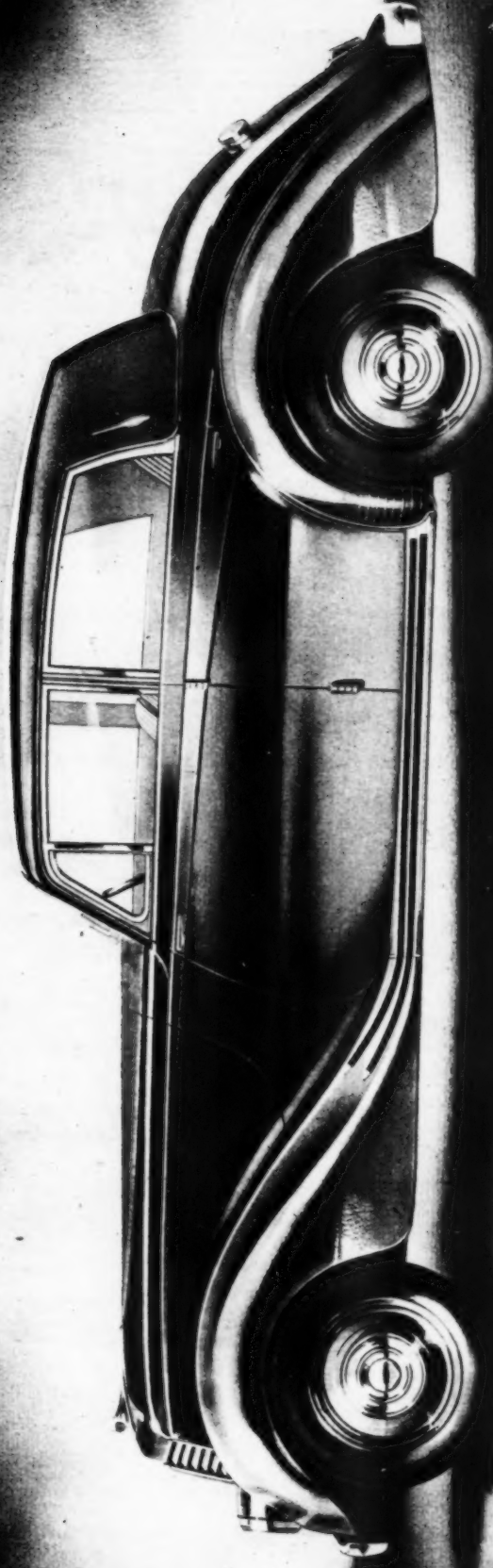
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It is a curious thing about motorists that some can have a saloon with a sliding roof and never open it from one year to another, whilst others make use of the roof on every occasion that is possible. The "roof openers" or the "open roofers," whichever you choose to call them, are in the main open air enthusiasts who never cease to deplore the vanishment of the sliding roof from so many excellent modern cars. They therefore will be greatly interested in a roll-top version for the Standard Vanguard saloon which has been devised by Tickford, Ltd., Newport Pagnell, Buckinghamshire, and approved by the Standard technical department. This conversion is available for all Vanguard models and is carried out by Tickford, Ltd. through authorized Standard and Triumph distributors or dealers at a cost of £60.

As will be seen from the illustrations, when the top is in the closed position it is drawn so taut that an attentive glance is needed to discover that the car is indeed so fitted, for the roof line is faithfully preserved and the material of the top tones



In the open position the whole of the interior of the car is exposed.



An ingenious securing system of levers and a front rail positively locked by clips ensures a watertight and secure fit.

with the car finish. The tautness is obtained by a clever lever system at the front of the opening on each side. Additionally the front of the roll top is securely fastened to the peak of the roof by means of special fittings which are concealed in the recesses behind the sun visors. This joint forms a wind- and water-proof seal. It will be noticed that the roll top gives an opening the full width of the body, extending back as far as the rear quarter windows.

The top can be opened or closed easily and simply in a few seconds. When open, the fabric is strapped into a neat roll. As the interior is lined in cloth the interior appearance of the saloon is preserved and the car has the advantage of retaining the large saloon-type rear window instead of the small one so often found in cards of the drop-head coupé type.

Police Evidence in Speed Offences

PROOF OF SPEEDOMETER ACCURACY NOT CONSIDERED NECESSARY

A FURTHER clarification of a point which perplexes many motorists was provided by the Lord Chief Justice in the King's Bench Divisional Court on May 9. His Lordship held that a case in 1938 (*Melhuish v. Morris*) went too far in deciding that in speed limit cases the evidence of a solitary police witness could only be relied on if the police speedometer was tested. Comment on the implications of this view will be found on page 579.

The court remitted to Marlborough (Wiltshire) magistrates a case in which they had convicted a motorist of speeding in a built-up area for them to state whether, apart from tests of the police car's speedometer, they were satisfied by the police driver's evidence of his observations of his speedometer, and of the motorist's driving, that the car was travelling at over 30 miles an hour.

For the defendant, who appealed against his conviction, it was argued that the police constable's evidence was not corroborated in the way required by the Road Traffic Act and that there must be evidence as to the accuracy of the police speedometer.

Question—and Answer

The Lord Chief Justice said the question was whether, if a police officer stated he had followed a car at an even distance and that his speedometer showed a certain speed, magistrates could act on that of the speedometer.

His Lordship thought that the judges who decided the case of 1938 went too far in holding that evidence must be given of the accuracy of the speedometer and that the evidence of one police

officer could only be relied on if the speedometer was tested.

The paragraph in the Road Traffic Act, 1934 (Section 2 (3) (3)) about which the decision hinges reads as follows:

A person prosecuted for driving a motor vehicle on a road at a speed exceeding a speed limit . . . shall not be liable to be convicted solely on the evidence of one witness to the effect that in the opinion of the witness the person prosecuted was driving the vehicle at a speed exceeding that limit.

Case law has since decided that the evidence of a police witness, corroborated by his speedometer, provides the necessary basis for conviction, but it has been assumed up to the recent decision that evidence of accuracy was also necessary. Lord Justice Goddard's view would seem to be that such evidence is not required by the Act, and it remains to be seen whether the Marlborough magistrates will proceed on that assumption, as they almost certainly will.



Gravity feed: Filling up on well-tried engineering principles in the Upper River Division of the Gambia Protectorate.

CORRESPONDENCE

CARS FOR EXPORT

An Australian Doctor States a Case

[62694].—I have long enjoyed your excellent journal and have often wanted to take part in some of the controversies in the Correspondence columns, but it is usually too late to do so by the time I receive any particular number. However, having been a great supporter of British cars for as long as I can remember, I was particularly interested in the article "Time to Take Stock" (February 10).

I cover a large mileage per year in country districts where even so-called highways are in exceptionally bad condition, and where the summer is very hot. My first post-war car was the cheapest American car at that time. It covered 35,000 miles of practically completely trouble-free motoring and I had the utmost confidence in it. I agree with your writer's estimation of the American car, but I would add *reliability* as one of its foremost characteristics, and I would disagree with his statement about "great ease of driving." I find them tiring to drive at cruising speeds over 50 m.p.h., and that is the only reason why I sold this excellent car.

I purchased a high-powered British car by an old and large maker to give me higher cruising speeds and less fatigue, as this car is used for long trips in connection with my work. I did get these qualities, but I lost completely my reliability. I am a doctor visiting hospitals up to 150 miles from my home town, and I must be able to depend on my car, which is required to do at least one and sometimes two such trips per week. But this British car, costing in the vicinity of £2,000 here, has been off the road for at least four weeks in twelve months for such trouble as: an oil slinger adrift and chewed up in timing case; left front wheel bearing disintegrated; right front wheel oil seal broken, flooding brakes with grease; disintegrated generator bearing badly scoring armature shaft; respraying the car which had a faulty finish on delivery; twice resetting steering geometry. In addition to these mechanical faults, the car is almost uninhabitable in summer because of heat in the driving seat and dust in the rear.

This may be an extra bad case, but I know of many cars of other makers, too, which have bad records. It is this all-important point of how your cars behave in actual service in the hands of owners which will determine the future of

your markets abroad and not "a fine tradition, coupled with quality of design, engineering and style." We buy American cars here because they suit our requirements at a much lower cost for purchase and maintenance, and we get reliability with less need for spare parts. Parts frequently needed for this car cost from two to three times as much as similar parts for American cars.

What we need are large cars of at least 3½ litres capacity, good suspension and especially good spring dampers. The average piston-type hydraulic damper is useless, in my opinion, whether it is American or British. They all need extensive and expensive reconditioning at approximately 10,000 miles. One reads a lot in correspondence columns as to whether cars should have sliding roofs, opening windscreens or not. There are much more important points than these to be considered, and this question of spring dampers with an adequate useful life is one of prime importance to motorists in this country.

Adequate ventilation is another. Most British car owners complain of excessive heat in front. It should not be too difficult to provide some insulation between engine and bulkhead. I found the underbonnet temperature of 145 deg F was repeated in the front compartment just as one would expect with a large engine running at about 190 deg F hard up against a thin steel bulkhead. The latest idea of ducting air from in front of the radiator is by far the best, but don't give us little ducts of about 3 inches by 1 inch running each side of this overheated engine compartment. The latest Chevrolet has circular ducts about 4 inches in diameter on each side and enough air can pass to be cool on entering the front compartment.

However, I am still pro-British for reasons in addition to my liking of the way your cars handle on the road, and I am very happy to have a 1949 Morris Minor in addition to the above-mentioned big car, and I have nothing but praise for this excellent car.

S. W. WHERRETT.

Tamworth, New South Wales.

TYRES

Temperature and Pressure Problems

[62695].—Why bother about four per cent variations in tyre pressures in the garage [62678] when even in Europe in summer there can be variations of 25 per cent on the road, and all upwards?

In Southern Europe and Africa manufacturers' recommendations have burst quite a lot of tyres!

R. G. LEWIS.

London, W.1.

SPLASHES

Why on the Back of a Car?

[62696].—Why does dirt, tar, and so on get flung on to the overhanging back of a car? Is it explained by the vacuum created by the passage of the car? F. W. SCHOFIELD.

Derby.

[Yes—air rushes into the vacuum, carrying splashes with it. —Ed.]

COLD STARTING

Suggested Circuit Found Satisfactory

[62697].—Referring to letter [62679] I have been using four U2 dry cells in series as a voltage booster in the ignition circuit for some time. My arrangement is exactly the same as that described by your correspondent in America, except that I

use an ordinary single-pole two-way tumbler switch and have to remember to switch over after the engine starts, to avoid frequent replacements of the dry cells.

I found last autumn that although my battery would turn the engine at a fair speed, it would not start. A voltmeter check showed that the battery terminal volts dropped to six when the starter was turning the engine, which was apparently too low for the coil, a Rotax rated 12.7 volts. The booster works perfectly. Provided that the battery has life enough to turn the engine, it always fires immediately the booster is switched into circuit.

It appears to me that a six-volt coil, with a suitable non-inductive resistance in series with it for normal running on a 12-volt system, and a short-circuiting switch across this resistance for use when starting, would be a neater solution of this problem for those who cannot afford a new battery one moment sooner than absolutely essential.

Colnbrook, Buckinghamshire.

H. L. MOSCARDI.

NEW YORK SHOW

Export Effort by "The Autocar"

[62698].—My brother, Douglas Wilson, and I attended the British Motor Show in New York, displaying an Austin car and a sign reading "Tour Historic Europe in a British Car." I thought you might be interested to know the reaction of the Americans who visited the Show to your publication. In the first place they were delighted to find the copy dated April 14 on sale when the Show opened on the 15th, and comments on this enterprise were heard in many places in the Show and around the town.

The complete coverage of the Show by this issue, the photographs, editorial and advertising were all praised, and many people said there was nothing of the same standard available to motorists in the United States. The article on the Jaguar Road Test aroused great interest, as did the car itself, and the report of the Austin England-to-the-Cape run brought remarks such as "What a car—and what drivers," and, "I suppose you are beginning to expect this sort of thing from Austins," and "What other records are they after?"

I feel sure that your publication will earn many dollars because so many people said they were going to place their order for regular delivery of *The Autocar*.

London, S.W.2.

LESLIE H. WILSON,
Wilsons Car Hire Services, Ltd.

"IT DOES NOT MAKE SENSE"

Purpose (Alleged) of P.T.

[62699].—May I add a short footnote to your excellent leading article of May 5?

Purchase taxes in general are allegedly designed as a deterrent to purchases where the demand for goods exceeds the supply. To balance a purchase tax with a favourable rate of annual duty, therefore, is not fiscal justice; it is the destruction of any justification there may ever have been for the purchase tax.

London, W.8.

E. K. H. KARSLAKE.

DELIVERIES

Extend the Covenant to Four Years?

[62700].—Your Editorial argument of April 28 against the imposition of a longer B.M.T.A. Covenant is hard to follow, and harder still to support in view of the 1949 cars offered for sale every week. These cars are obviously just out of Covenant.

Now, the owner who will dispose of his new car after a twelve-month must broadly fall into one of three categories:—(a) He bought the car solely with the purpose of making a profit on resale. (b) He is selling because another new car is available. (c) He is selling owing to financial or other genuine reasons.

Taking these types *seriatim*, I suggest that A is by far the most prevalent; it is common knowledge that one has only to put a new car on order, keep it for a year after delivery, and then take a very handsome profit—current prices over list being asked are Ford Anglia, £200; Prefect, £250; Austin A.40, £300; Vanguard, £400.

Type B guards slightly differently. Having run his new car for the Covenant period, he contacts a not-too-conscientious agent, who takes the car in level exchange for a brand new one. Both parties are well satisfied; B gets a new car for no outlay, and the agent quite legitimately gets hundreds over list price for the trade-in.

The numbers of sellers falling into class C must be so small as to be negligible.

Personally, I would like to see the Covenant extended to cover a period of four years. This would definitely put A out of

CORRESPONDENCE

— continued —

ROAD-RAIL CONTAINERS

No "Pipe-dream"

[62701].—I should like to make a brief reply to [62659]. In my opinion such transport is no longer a pipe-dream and I enclose evidence of the reason why.

S. E. RODMAN,
Cheadle, Cheshire.



business, and spike the guns of B and his agent without incommencing any *bona fide* purchaser. If, by misfortune, the latter fell into category C during the Covenant period the B.M.T.A. will always deal sympathetically where genuine reasons can be put forward for having to dispose of the car, and permission would not be withheld. M. E. THACKER.

London, N.W.11.

[But what is to prevent A and B from doing exactly the same thing after four years, keeping the mileage down and the appearance up in the interim? It must be borne in mind that such sellers are usually more interested in prices than in motoring *qua* motoring. And are motorists quite resigned to such surrenders of liberty to unofficial bodies?—ED.]

TYRE WEAR

A Curious Fault Duplicated

[62702].—The Scribe has noted a peculiar type of tyre-wear in his "Disconnected Jottings" of May 5. I have also experienced this and sought advice on it. Wheel alignment and shock absorbers were tested, everything was found in good order, and the conclusion, confirmed by a tyre expert, was that the "flats" were caused by a flaw in the original structure during manufacture. The remainder of the tread is still perfectly good and I was advised to move the covers on to the back wheels as The Scribe also has done.

Perhaps we might have a further opinion from one of the large tyre manufacturers? It would doubtless be of interest to many users.

Leamington Spa,
Warwickshire.

C. BOOTH JONES, Lt. Col.

DROP FORGINGS

Anglo-American Productivity Comparisons

[62703].—The widely publicized adverse comparison between American and British forging efficiency is typical of the prevalent slavish assumption that we British are industrially backward. As the largest manufacturers of drop forgings in Europe, contributing one-sixth of total British production, and being familiar with American conditions, we think it desirable in the public interest to make the following observations:—

1. *Modernity.* Our new plant at Bromsgrove is as yet unequalled in the U.S.A. The architectural style includes 63,000 sq ft of glass, and ensures clean air at equable temperature. High speed and comparatively silent presses have replaced the crashing of orthodox drop hammers and have three to five times greater productivity. High-frequency coil induction heating has entirely avoided the flames, fumes, dirt and sweat associated with ordinary furnaces. It is the first shop in the world to combine these two revolutionary changes.

2. *Output.* Over a wide range of comparative components, our people, thus well equipped, match American speeds.

3. *Specialization.* It would be unfair not to record the fact that the British motor industry, through three of its largest manufacturers, has given fine support to repetition production by concentrating total needs for given models upon this equipment.

4. *Labour.* The bulk of our people, both at Darlaston and Bromsgrove, are a grand lot, equal in contribution to managerial lead; and rightly proud to be part of our endeavour, which in ten years has increased production to a figure *fifteen times greater* than that appertaining in 1940. Earnings, allowing for some overstatement of the American position and

CORRESPONDENCE

continued

comparative living costs, are high and totally related to incentive. The result is that over a wide range of components ranging from valve rockers to crankshafts, we ship an average of 1,40,000 forgings every 24 hours.

In no sense are we taking issue with our American friends, many of whom have already, with typical generosity, accorded enthusiastic approbation.

J. H. BEAN, Chairman,
R. P. BROOKES, Director and General Manager,
Bromsgrove, Worcs. John Garrington and Sons, Ltd.

SPEED v. CONSUMPTION

No False Deductions Made

[62704.]-In letter [62666] Mr. J. A. F. Amor makes a most astonishing *post hoc ergo propter hoc* from my letter [62610], and I would like to correct any false impression. May I therefore please make it clear that I did not make the deduction, from the facts I gave, that one type of carburettor was "better" than another?

I followed up ("leaving technicalities aside") a statement made in a phrase in an earlier letter, and observed that "if such a comparison is to be made at all" number of cars rather than makes would form a better basis. Mr. Amor, therefore, does not continue on the same line of thought as I, and it is he, and not I, who carries the simple mathematics a long way.

London, N.W.1. J. D. RICHARDS, Solex, Ltd.

Pints per b.h.p. per hour or m.p.g.?

[62705.]-In his letter [62676] I think that Mr. Charles H. Fisher does something less than justice to Mr. B. Houlding, Jr. As I read it, Mr. Houlding's article did not make the sweeping assertion that reduction of choke size will always improve consumption, but he certainly implied that in cases where the largest possible choke had been used to ensure high maximum speed, a smaller choke, by restricting the maximum performance, would enable better use of the engine to be made in the middle and lower speed ranges and at the same time would prevent the use of those fuel-consuming m.p.h. at the top end.

A car that is driven normally in and about a large city in this country for the most of its running life does not need a maximum speed of over 65 m.p.h., and if it is restricted thereabouts by the choke size it is more than likely that the torque curve can be flattened out at the lower end of the r.p.m. range, and this should be reflected in improved consumption in average "built-up area driving." This is a matter of real importance to doctors, travellers, taxi and hire car operators and such. On these premises export performance is a red herring.

In the case cited by Mr. Fisher in which a certain engine was subject to a bench-test with a smaller than standard carburettor no other result could have been expected. Drop in maximum b.h.p. is inevitable and could be calculated without recourse to the test bed, while, all other things being equal, the test-bed consumption expressed in terms of pints per b.h.p. per hour would be identical since consumption of the engine is a function of thermal and mechanical efficiencies. In saying "all other things being equal" I mean particularly that both carburettors are set with scrupulous honesty as to optimum performance within the limits of the amount of air that they will pass.

So far as I know no reliable relationship can be established between the specific consumption curve of the test bed and the car m.p.g. on the road. Perhaps one day we may arrive at a truly flat specific consumption curve and a straight line power curve, when it will be much more difficult "to prove anything by figures"!

Manchester.

DONALD H. SMITH,
M.I.Mech.E.

Final Statement from the Original Contributor

[62706.]-Letter [62676] from Mr. Charles H. Fisher calls for comment. First, it would appear that Mr. Fisher has not fully realized the purport of the first article on speed and consumption, and it should be stressed that the substance of it, and the recommendations it contained, were directed principally towards Mr. John Citizen, Motorist, who is far from satisfied with the mileage he can get out of a gallon of petrol. He is, moreover, quite unconcerned about graphs, abstract slide-rule calculations and, worst of all, test-bed figures which can be most misleading; one wonders why more manufacturers have not followed the example of one Italian firm, probably the most consistently successful engineering firm in the world, which has now discarded, in favour of actual road test work, all test-

bed research except as a means of determining "what will blow up and how soon."

Mr. Fisher stresses that he can assure me that carburettor and choke sizes are not selected haphazardly; I wonder if he can. From the vacillations in choke size on one engine alone, over a period of four years, varying up to 4mm in most perplexing stages, I really do wonder what could be more haphazard. My firm has been connected with the motor industry since 1902, and by the process of actual and transmitted experience, particularly from the happier days of competition tuning, one is bound to benefit from a contact of 48 years with carburettor problems. Let it not be thought that we would lightly suggest that the recommendations of some manufacturers have been arrived at haphazardly without some good reason, or without the experience which would justify such a suggestion.

I had hoped that I would not be involved in any technical arguments with any section of the "inside experimenters," but as Mr. Fisher states that the fitting of a certain 30mm carburettor had cut 20 b.h.p. off the peak of a 16 h.p. engine, and as this is in such direct contradiction to the figures obtained here, I would suggest that the test had been carried out with a strong bias against the smaller carburettor. Mr. Fisher might, at the same time, have added that even though he tells us that the fuel consumption figure was unchanged, and the low speed power was no better, at least one manufacturer decided, as a result of a similar test, to offer as alternative economy equipment the smaller carburettor.

Whatever is allegedly proved by the use of "expensive test-bed equipment," the fact remains that 95 per cent of the people who have had this type of conversion carried out, where the sacrifice of 6 or 7 per cent maximum speed has been deliberately aimed at, would not, under any circumstances, revert to original equipment: this statement can be overwhelmingly substantiated by quite spontaneous and voluntary reports from the people concerned. It would appear sometimes that considerations of *amour propre*, rather than regard for the ultimate satisfaction of the car user, lie behind the objections to the very sound and, in these austerity days, very proper principle of "a little less speed and a lot more economy." In this connection let it be said that full realization is given to the fact that our industry is devoted to the export cause, and that this might have some bearing upon the attitude of the manufacturers; in my own opinion, however, the British motorist has knelt long enough before the shrine of the hard-currency idol, and it is time he had a little more consideration. It would be a very simple matter to satisfy all reasonable users by offering, as in the case mentioned above, an alternative to the performance carburettor, in the form of an economy carburettor.

It is no use Mr. Fisher saying that a reduction in maximum volumetric efficiency obtained by a smaller choke tube, and correspondingly smaller jets, will not of itself improve economy. Whether he will admit it or not, this is one of the first basic principles of carburettor tuning.

Preston, Lancashire.

BERT HOULDING, JR.,

Bert Houlding and Sons, Motor Engineers.

[This correspondence is now closed.—Ed.]



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Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Using 6-volt Radio on 12-volt Car

I have a 6-volt American car radio which I would like to use on my car which has a 12-volt system. I believe I can use this set by tapping off six volts from my battery, but as the drain is rather heavy—the set has eight valves and uses eight amps—I fear the battery must soon suffer.

Can you suggest any way in which I can use this set on my car without causing any damage to the battery? Incidentally the car is an Austin A.40.

"25 YEARS A READER."

London, N.W.11.

IT would certainly be bad for the battery to connect the wireless to one half of it as those three cells would rapidly get into a lower state of charge than the other three. The alternative would be to connect the wireless to the full 12-volt battery through a resistance which will allow a current of only eight amps to pass. A resistance of 1.5 ohms will be required.

ZF Differential

I wonder if you could explain the difference between a ZF differential and the normal type? I am not at all clear whether the difference is in the metal employed or the design.

D. M. L.

Stockport.

THE difference between the ZF differential and the normal pattern is entirely a matter of the design employed, the ZF being an ingenious mechanism, the purpose of which is to prevent one rear wheel travelling at a much higher rate of revolutions than the other, and thereby to limit wheelspin. Whereas the normal differential, as you are no doubt aware, consists merely of a train of gears, the ZF employs irregular cam-shaped surfaces and sliding plungers, the friction between which is a cardinal factor in its operation. It is somewhat noisier in operation and not so hard-wearing. Its use is therefore limited to competition work.

Silencer Resonance

I have a 1947 Standard Twelve which, generally speaking, I find is a very good all-round sort of car for present-day motoring, mostly on rationed petrol.

I should be grateful for your advice on one small point, which you may consider trivial: I find that the exhaust makes a rather tinny resonance, which I find irritating. I listen to other Standard Twelves and Fourteens and they all have this same note. It might appear that the pipe between manifold and silencer is of rather too small a diameter, or it may be that the silencer itself is responsible. If the former, would wrapping the pipe

with asbestos string or tape subdue the resonance, do you think? If the latter, some alternative make of silencer might cure it. I should be most grateful for your views.

G. K.

Winchester, Hampshire.

WE have not experienced the exhaust pipe resonance to which you refer but, provided that no part of the exhaust system is loose, it is probable that the thin gauge of metal used for both pipe and silencer may be partly responsible. Certainly, lagging the pipe with asbestos string might form a cure, while the position of the pipe exit may also affect the sound.

Kerosene in Petrol

I would be extremely grateful if you could explain the pros and cons of using a percentage of kerosene with a tankful of gas? What effect would it have on an overhead valve engine as produced by General Motors, and would the ratio of 1 to 3 be satisfactory? I should think many home readers would be interested in the answer.

E. T. D.

Toronto, Ontario, Canada.

THE question of adding kerosene or paraffin to petrol is not one which normally arises in this country, as it is illegal for a car to be run on any such mixture. However, assuming that this condition does not apply in Canada, it is quite satisfactory to add up to 25 per cent kerosene to petrol, provided the compression ratio of the engine is not too high. It should certainly be quite permissible with the normal engine fitted to General Motors products.

American "Ride"

I drive a 1949 American Ford Custom with the 32.5 h.p. V-eight engine. I find this an excellent car in most ways for my needs, but it suffers from the usual American complaint of inability to take wavy log roads, such as abound in Ireland, at high speeds, without building up very considerable up-and-down movement which eventually makes you take your foot off. It is perfectly all right over ordinary bad surfaces.

I am wondering if it would be possible to fit a pair of Telecontrol shock absorbers in the front, additional to the existing dampers.

H. M. E. G.

Westmeath, Eire.

TELECONTROLS will prevent up-and-down float, but it is very desirable to fit them at both ends. It is important on a wavy road to adjust the car's speed, down or up, so that the natural movement of the car does not correspond with the waves. All cars have, like a pendulum, their own movements.

Mixing Anti-freeze

Is it harmful to mix different makes of anti-freeze? A. F. H. S.

Manchester, 20.

NO harmful effects will be produced by mixing anti-freeze, provided you use reliable branded products which are free from impurities.

Running on and Head Lamps

I own an Austin A.40, and have been troubled for a considerable time with running on even when the engine was hardly warm. Recently, I adjusted the carburettor settings, until I achieved a very slow, even running, and since then there has been no recurrence of the running-on trouble.

A motor engineer recently informed me that too slow running is detrimental to this type of engine. Is this the case?

I have adjusted the air regulating screw approximately one full turn more from home than is recommended by the makers. Is too weak a mixture detrimental?

My head lamps are fitted with Continental dipping. Is this illegal in England, and when I visit or return home, will it be necessary for me to alter the arrangement so that the left-side lamp dips and the right-side lamp is off? Would it be sufficient to adjust the head lamps so that when dipped the beams are left side and centre?

B.A.O.R.25.

W. P. A.

RUNNING on is quite a problem with many engines on present day petrol, but there are various ways of overcoming it. If a manually operated choke is fitted then on some engines if the choke is pulled out at the moment of switching off there will be no running on, probably because the mixture is too rich to fire and wet enough to have a cooling effect.

In other cases if the engine is allowed to idle for a minute or two before switching off it will eliminate the running on which may be experienced if the engine is switched off immediately the car is stopped. Again, probably, the rich idling mixture is cooling. Too weak a mixture is only likely to cause trouble at full throttle openings and you need not, therefore, be anxious about your present idling speed.

When you return to this country it would be better to have the head lamps altered to conform with the normal arrangements in this country, because you may give other drivers approaching you the impression that you have not troubled to use the dipping switch and, therefore, for their own self-protection they may omit to dip their head lamps.



One of the enclosures at Silverstone, with its ordered hundreds of cars, as it appeared to the crew of a light aircraft.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

2m 13.2s. This last machine, unfortunately, failed to finish in its heat.

It was good to see Frank Aikens score a win at last, and the Triumph-engined Iota was unquestionably fast on the straights, although slower and less steady on corners than the Coopers. Peter Collins, having corrected the carburation of his Norton engine between heat and final, came right through the field in the latter, and deserved his third place, while Alan Brown, who had been driving very fast indeed, was extremely fortunate to escape unhurt when his Cooper spun in the path of the pack on Stowe Corner.

It is now said that the Parsenn will run at Goodwood in the hands of R. D. Poore, so it can be seen that Formula 3 is really gaining ground, among the established drivers as well as the newcomers.



SOME advance details have now been issued by the B.R.D.C. of the Production Car Race, which will, as last year, form part of the Silverstone meeting on August 26, run under the auspices of the *Daily Express*. As last year, also, the race will last for one hour, and eligible cars must vary in only certain minor respects from standard production vehicles; at least ten of the latter must have been sold to the public before July 31. Cars will be divided into five classes by engine capacity: up to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 2,000 c.c., 2,001 to 3,000 c.c., 3,001 to 4,400 c.c. There will be first, second and third awards in each class, an award for the car covering the greatest distance, and a handicap award based upon engine size, together with a manufacturer's team prize.



THIS year's Grand Prix des Frontières, to be run on the circuit at Chimay on May 28, for Formula 2 cars, has already attracted a pleasantly varied entry. Among the cars engaged are a Ferrari, two Maseratis, two Meteors, a Veritas, a Jacey, a Fiat and two specials called R. G. and Monnier, while from this country there are two Connaughts in the hands of Rodney Clarke and Ken

WELL, as always with a big race, the Silverstone meeting was productive of many items of interest, a crop of humorous incidents, and a certain amount of annoyance. Under the first heading come such things as the beautifully thorough Alfa-Romeo arrangements, which included (although this was not used in the race) a short-wave radio transmitter and receiver to enable a signal station to be set up on the far side of the course, their efficient and positive pressure refuelling system, and the maximum reading needles on their rev counters, which contradict the guilty driver's assurance to the team manager that "honestly, it never went over five-five." Incidentally, after one of Fangio's practice runs, the needle stood at slightly above 8,500 r.p.m., but nobody seemed to be worried.

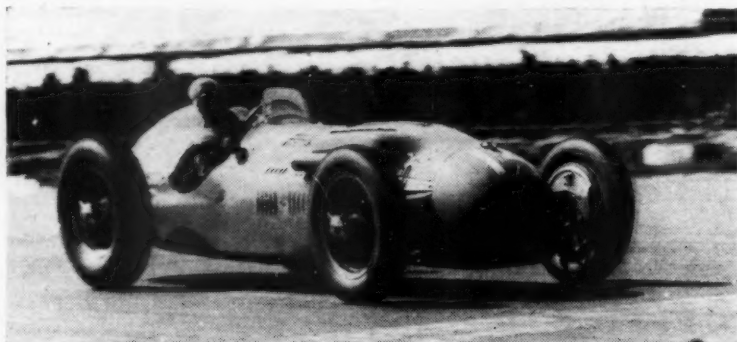
Among the humorous incidents (although Louis Chiron might not agree) can be counted the sight of that driver coming up the straight in practice at full speed with pound notes blowing out of his breast pocket and over his shoulder—however, he found most of them. Parnell, of course, could not get used to the idea of being purely a driver in clean overalls and having nothing to do with the cars, and it is said that he disobeyed his team manager's order to go to the pictures in the evening, and adjusted the tappets of his private car just to keep in practice. That apart, he seemed at home in the car from the start, and his best practice lap was done in 1m 52.2s against the 1m 50.8s of Farina and the 1m 51s of Fangio and Fagioli. The complete failure of the E-types was disappointing, if not entirely novel; the extraordinary thing seems to be that it is rarely the same part that breaks twice.

There are still, of course, a number of disgruntled British drivers whose entries were refused, and it is difficult in some cases to see the logical basis on which the selection was carried out. Peter Whitehead, for instance, last year's Gold Star winner, was not allowed to run his B-type E.R.A. in place of his Ferrari,

although Gerard had been admitted (and quite rightly) with what is, after all, an almost identical car. Brian Shawe-Taylor was likewise turned down, with what is now probably the fastest B-type in the country; Tony Rolt could not enter the big Alfa-Romeo because of its age, although it was incontrovertibly faster than some, while Billy Cotton, whose drive with Hampshire in last year's G.P. will be remembered, was refused permission to act as a reserve driver this year for no apparent reason at all. In view of the paucity of British entries, it seems a pity that some, at least, of these could not have been allowed to start.



THE 500 c.c. race was really tremendous, and resulted in as close a struggle as could be wished for. In practice the two fastest cars were the new lightened Coopers (weighing 535lb) of Stirling Moss and John Cooper, with laps in 2m 11.6s and 2m 12.4s respectively, while the Parsenn of Jeremy Fry, which weighs only 480lb, got round in



Yves Garaud-Cabantous in his Talbot, which went very well indeed during the G.P. d'Europe; this car has a different bonnet cowlings, but at present virtually the same engine as the normal Lago-Record cars.



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THE SPORT

continued

McAlpine, an H.W.M. (A. A. Baring), the Cromard Special (Basil de Mattos), the O.B.M. (Oscar Moore), and the L.M.C. (R. C. Willis). There is also talk of another Ferrari, to be driven by Sommer, and an Osca, by Chiron.

THIS weekend we have the race meeting at Monte Carlo, which incorporates a 500 c.c. race tomorrow and the Monaco Grand Prix on Sunday. It will be interesting to see the speeds achieved by the 500s on this tortuous circuit, of which the lap record is only 66.99 m.p.h., set-up by von Brauchitsch in a 5½-litre Mercedes-Benz back in 1937. Entries for the Grand Prix itself include two Alfas, three Ferraris, at least six 4CLT Maseratis, several Talbots and two Simca Gordinis. This, of course, is a race with a very famous history, and it is good to see it back in the calendar; it was run without a break from 1929 to 1937, but since then has taken place only once, in 1948, when it was won by Farina in a Maserati at an average speed of 59.61 m.p.h.

THE meeting at Geneva on July 30 will consist of three races. The first of these is a Swiss national event for sports cars; then comes the G.P. de Genève for Formula 2 cars, and—in the afternoon—the Formula 1 Grand Prix des Nations. The lap distance of the round-the-town circuit is 3.728 miles; the Formula 2 race is run over 30 laps, 111.9 miles, and the G.P. over 45 laps, 167.8 miles. First prizes are roughly £280 and £560 respectively; entries to Automobile Club de Suisse, Laupenstrasse 2, Berne, Switzerland, before July 7.

REGULATIONS are now out for the Craigtantlet hill-climb, to be run by the Ulster A.C. on June 3. Immediate action is necessary for those intending to compete, as entries close tomorrow, May 20. This event is one of the six which make up the R.A.C. British hill-climb championship for this year; incidentally, regulations for this are now available—intending entrants please note.

TOMORROW is the first open Prescott hill-climb of the year (run on a Saturday as an experiment), organized by the Bugatti Owners' Club, and starting at 2 p.m. A total of 81 entries has been received, including such well-known names as Sydney Allard, A. J. Butterworth, John Cooper, Eric Brandon and Clive Lones. Admission costs 7s 6d, and car parks 5s and 2s 6d.

For the benefit of those who cannot get to Prescott, there will be a short broadcast from 3.10 to 3.45 p.m. in the Midland Home Service programme, and it will also feature in "Sport in the Midlands," at 7.15 p.m.

SOME day, when petrol rationing is a thing of the past, it will be possible for the M.C.C. to revive their London-Edinburgh Trial on pre-war lines. It was proposed to run this event as a night trial this year over a comparatively short course, but unfortunately, owing to the small number of entries received the event has had to be abandoned.

J. A. C.

CLUB NEWS

Kentish Border C.C.—The driving tests, held on April 30 just outside Maidstone, were divided into sections; the first comprised an acceleration and braking test, the second the usual wiggle-waggle and "garaging" tests. There were 28 competitors. Results: **Section 1.** Open: up to 12 h.p.: H.R.G. (M. H. Lawson); over 12 h.p.: Mercury (A. Day). Closed: up to 12 h.p.: Austin (W. Durling); over 12 h.p.: Frazer Nash-B.M.W. (F. Hennessy). **Section 2.** Open: up to 12 h.p.: H.R.G. (M. H. Lawson); over 12 h.p.: Allard (A. Rumfitt). Closed: up to 12 h.p.: Austin (W. Durling); over 12 h.p.: Frazer Nash-B.M.W. (F. Hennessy).

The Eight Clubs. This is an association comprising the Hants and Berks, Harrow, Ceman, Chiltern, Seven-Fifty, Lagoda, Lancia and A.C. Owners' clubs, and those wishing to enter in the Eight Clubs Silverstone Race Meeting, on June 8, will have to do something about it immediately—the closing date for entries is to-morrow, May 20. Highlight of the day will be a one hour speed trial, in which competitors will have to maintain a set average speed according to their car's engine capacity. Also included in the programme is a scratch race and a handicap race, both of five laps. All events are restricted to sports cars. First race will start at 11.30 a.m. Entries to Barclay Inglis, 15, Little Chester Street, London, S.W.1.

Lothian C.C. The Inter-Club Team trial, which the club had originally planned to hold on May 7, has now been postponed; new date is Sunday, June 11, and the trial will start from Stobo village, near Peebles, at 1 p.m.

Darlington and D.M.C. Provisional results for the race meeting at Croft aerodrome on Saturday, May 6, are as follows:—

Sports cars: up to 1,300 c.c.: 1, Riley (A. M. Calder), 50.746 m.p.h.; 2, M.G. (H. C. Mason); 3, M.G. (G. Gillespie), 1.301 to 1,500 c.c.: 1, Jowett Javelin (H. Grimley), 67.04 m.p.h.; 2, Fairley (R. W. Phillips); 3, H.R.G. (J. S. Mitchell); 1,501 to 2,000 c.c.: 1, Frazer Nash-B.M.W. (E. J. Newton), 65.58 m.p.h.; 2, Frazer Nash-B.M.W. (Ft. Lt. J. R. Stoop); 3, Frazer Nash-B.M.W. (N. H. Buckley); unlimited: 1, Frazer Nash-B.M.W. (E. J. Newton), 66.087; 2, Frazer Nash-B.M.W. (Ft. Lt. J. R. Stoop); 3, J.M.B. (H. T. Wilson). **All-comers race:** 1, S.S. Jaguar (H. T. Wilson), 50.678 m.p.h.; 2, Jowett Javelin (H. Grimley); 3, Healey (D. R. Heyworth).

Leicestershire C.C. There were twenty competitors in the Sturgess Trophy trial, held on Sunday, May 7. The first section of the route, via Rathy, Whitwick to Melbourne, was over second-class roads and demanded a speed schedule of 30 m.p.h. At Melbourne, however, the speed was reduced to 24 m.p.h. an hour until Twyford Ferry was reached for a picnic luncheon stop. The afternoon section also started at 30 and again decreased to 24 m.p.h. Provisional results: Sturgess Trophy and Replica: Singer (K. M. Law); first-class awards: Lea-Francis (H. H. Mayes); Singer (K. H. Root); second-class awards: Lancia (Ft. Lt. J. Herbert), Austin (J. G. Clay). On Sunday, May 21, a social run has been arranged, and the title—Mixed Bag—suggests that the "contents" have been made as varied as possible in order to suit all "types." Start will be from Lee Street car park, at 2.30 p.m. Maps may prove useful. Total mileage is reasonable, and tea has been arranged at the finish, fifteen miles from Leicester.

Ludlow Castle M.C. Another new club for motor cycle and car owners; it was formed at a meeting recently held at the Charlton Arms Hotel, Ludlow, Salop, and will have its permanent headquarters at Charlton. Secretary is D. L. Topham, 71, Old Street, Ludlow, Salop.

Brighton and Hove M.C.—A treasure hunt has been arranged to take place next Sunday, May 21. Entries taken at the start, from 296, Madeira Drive Arches, Brighton, 7, at 2 p.m.

Herts County A. and A.C.—Seventy-five competitors ran in the speed trial, held last Sunday at Beechwood, near Markyate. The course was a quarter-mile in length and slightly uphill. Fastest time of the day was made by F. A. Norris, who was driving the A.N. Special, in 15.55 seconds. Class winners are as follows: **Racing cars:** up to 500 c.c.: Monaco (C. Tipper), 17.07s; 501 to 750 c.c.: Cooper (C. D. Headland), 18.78s; 751 to 1,000 c.c.: Farley Spl. (J. D. Farley), 16.92s; 1,001 to 1,500 c.c.: Norris Spl. (C. W. A. Heyward), 16.20s; unlimited: A.N. Spl. (F. A. Norris), 15.85s. **Sports cars:** up to 1,100 c.c.: Cooper-Rover (J. Coombs), 19.99s; 1,101 to 1,500 c.c.: M.G. (A. G. Baker), 18.59s; 1,501 to 2,000 c.c.: B.M.W. (C. W. A. Heyward), 18.03s; unlimited: Allard (G. Warburton), 16.95s. **Saloons:** up to 1,500 c.c.: Riley (A. S. Davey), 25.89s; unlimited: Riley ((G. H. Grace), 21.14s.

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COMING SHORTLY

MAY 20.—Bentley D.C. Afternoon tea, New Bath Hotel, Bath, followed by Noggin and Natter at 6 p.m., and dinner 7 p.m.
20.—Bugatti O.C. Hill-climb, Prescott, 2 p.m.
20.—Bristol M.C. and L.C.C. Poole Trophy trial, Mendips.
20-21.—Yorkshire S.C.C. Rallye Automobile, Scarborough.
20-21.—Harrow C.C. Rally and Concours d'Elegance, Frinton, Essex.
20-21.—Sunbeam-Talbot O.C. Weekend rally, Eastbourne.
21.—Cenian M.C. Invitation rally, starting Sevenoaks area.
21.—Monaco Grand Prix, Monaco.
27.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 2 p.m.

28.—N.W. London M.C. Lawrence Cup trial, Bagshot.
28.—Falkirk and D.M.C. Cadgers Trophy trial, Scotland.
28.—Veteran C.C. Rally and trial, Oxford-Radley.
28.—Flat 500 Club. Rally and gymkhana, Redhill airport, starting 12 noon.
28.—Bentley D.C. Lunch Bath Arms Hotel, Cheddar, Somerset, picnic tea nearby, and noggin and natter in evening at Limpley Stoke, near Bath.
28.—Severn Valley M.C. Driving tests, competitors to meet Crudington railway station yard, 2.30 p.m. for start at 3 p.m.
29.—West Hants and Dorset C.C. Race Meeting, Blandford, Dorset.

IN BRIEF

A Rover service week will be held from May 22 to 26 at J. Coxeter and Co., Ltd., 40-41, Park End Street, Oxford. Technical representatives from the Rover company and the Dunlop Rubber Company will be attending.

The consolidated operating profit of the Dunlop group for 1949 was £9,480,850, as against £10,768,376 for 1948. The net profit, after tax, of the Dunlop Rubber Co., Ltd., was £2,947,390, as against £2,924,280 in 1948.

A. W. Saunders and T. A. Atkinson, of Saunders and Atkinson, Ltd., Wigmore Place, London, W.1, have acquired the goodwill and premises of Ripco, Ltd., and have now re-opened the showroom at 16, Albemarle Street, Mayfair,

London, W.1, for the purchase and sale of new and second-hand cars. The telephone number is REGent 2952-4.

The Entertainments Editor of the *New York Herald Tribune*, A. Buchwald, has produced a paper-bound book called *Paris After Dark*. Comments are included on taxis, restaurants and their costs, concert tickets, and other general up-to-date information. The book is available from Seymour Press, Ltd., 22, Great James Street, London, W.C.1. Price 4s 6d, post free.

The new address of Motor Distributors, Ltd., sole distributors in Ireland for Aston Martin, Lagonda, Alvis and Singer cars, is Ballsbridge Works, 162, Shelbourne Road, Ballsbridge, Dublin. The telephone numbers are 69651-4.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15434.—1939 18 h.p. M.G.
"G. H. N."—General information and a handbook.

No. 15435.—1937 2½-litre Jaguar
"D. H."—All possible information and a handbook.

No. 15436.—1934 13 h.p. Triumph Gloria
"G. M."—All available information and a handbook.

No. 15437.—1932-35 2-3-litre Alfa-Romeo
"L. R. R. C."—General information and a handbook.

No. 15438.—1937 Standard Flying Twelve
"F. R. S."—All possible information and a handbook.

No. 15439.—1934 Lanchester Ten
"R. T."—Hints and tips on maintenance and a handbook.

No. 15440.—1939 Austin Ten
"E. F."—Hints and tips maintenance, general information and a handbook.

No. 15441.—1935-36 1½-litre Singer
"W. F. K."—All possible information and a handbook for the Le Mans model.

No. 15442.—Lancia Aprilia
"C. B. O."—Exchange of maintenance hints and general experiences.

No. 15443.—1938 Opel Cadet
"B. E. F."—Hints on the practicability of fitting a Ford Ten engine. Also a handbook.

No. 15444.—1938 1½-litre Riley
"H. L. W."—All possible information and a handbook for the three-speed overdrive model.

No. 15445.—1934 Singer Le Mans
"J. P."—Maintenance hints, general information and a handbook for the 9 h.p. model.

No. 15446.—1926 20-25 h.p. Rolls-Royce
"C. K. C."—General information and a handbook.

No. 15447.—1928 Talbot Ten
"C. H. J. P."—All possible information and a handbook.

No. 15448.—1934 M.G. Magnette
"H. E. T."—General information and a handbook for the NA-type.

No. 15449.—20 h.p. Rolls-Royce
"J. E. S."—Information on modifications from 1926 onwards, and best vintage year to acquire.

No. 15450.—1950 Morris Minor
"E. G."—Effect of low pressure supercharging on acceleration, reliability, petrol consumption, and maintenance.

No. 15451.—Handbooks Required
"A. H. L."—1930 Triumph Eight.
"W. A. C."—1935 Austin Ten.
"S. H."—1939 Austin Big Seven.
"G. R. B."—1935 10.8 h.p. Triumph Gloria.

"J. S. J."—1934 Austin Ten.
"A. H. T."—1939 Triumph Dolomite.
"A. T. F."—1937 Flying Standard Twelve.
"C. A."—1938 Ford Ten.
"A. R."—1938 Opel Cadet.
"A. H."—1936 20-74 h.p. Sunbeam.
"L. S."—1934 Austin Seven; also wiring diagram.

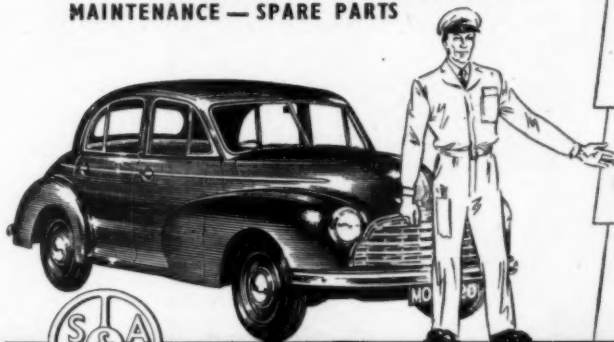
"L. T."—1936 Alvis Firebird.
"S. Mc.C."—1936 Wolseley Twelve.
"T. A."—1930 o.h.v. Morris Minor.
"J. J. P. H."—1938 13.9 h.p. Triumph Vitesse.

"A. G. C."—1932 Standard Little Nine.
"J. W."—1934-35 12 h.p. M.G. Magna.
"E. H."—1938 18 h.p. M.G.
"R. W."—1934 Ford Eight.
"L. A. W."—1935 L-type M.G. Magna.
"M. D. C."—1937 Morris Eight.
"E. H. W."—1939 14-64 h.p. Triumph Dolomite.

"S."—1937 Austin Seven repair manual.

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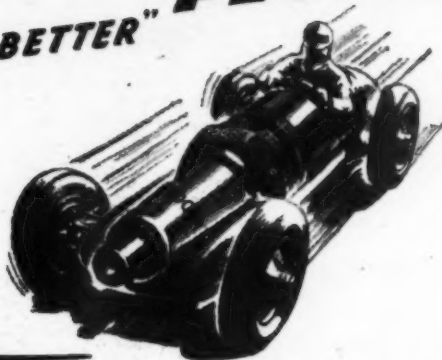
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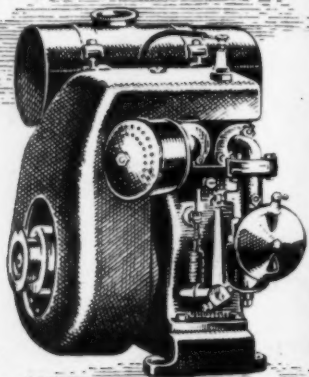
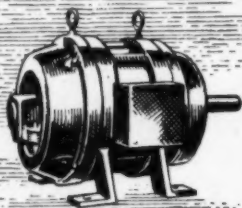
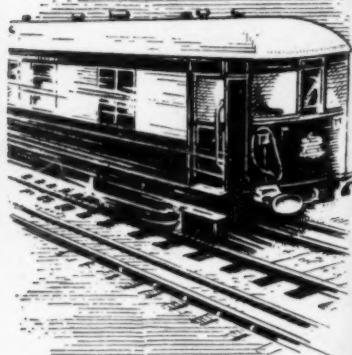
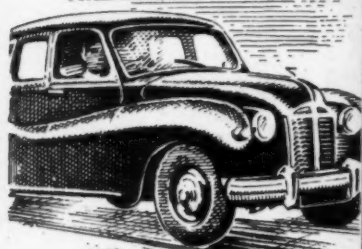
BRITISH R.A.C. GRAND PRIX
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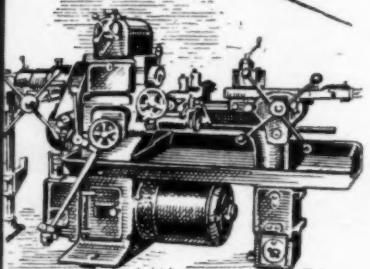
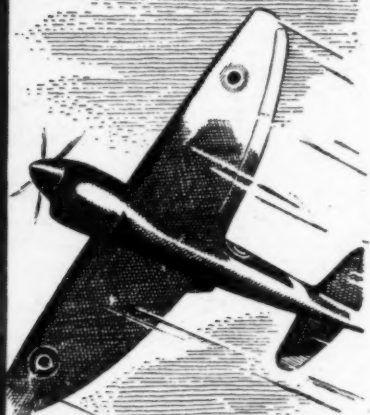
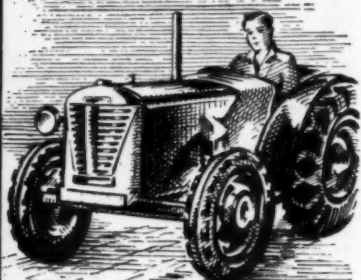
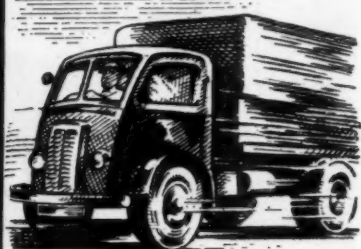


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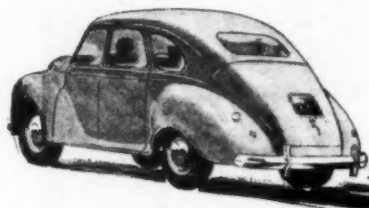
Top speed, electrically timed, 78 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. ("The Motor" Road Test). Horizontally opposed flat-four 50 B.H.P. engine. Javelin saloon: £595, plus purchase tax £166.0.7. Javelin saloon de luxe: £695, plus purchase tax £193.16.1.

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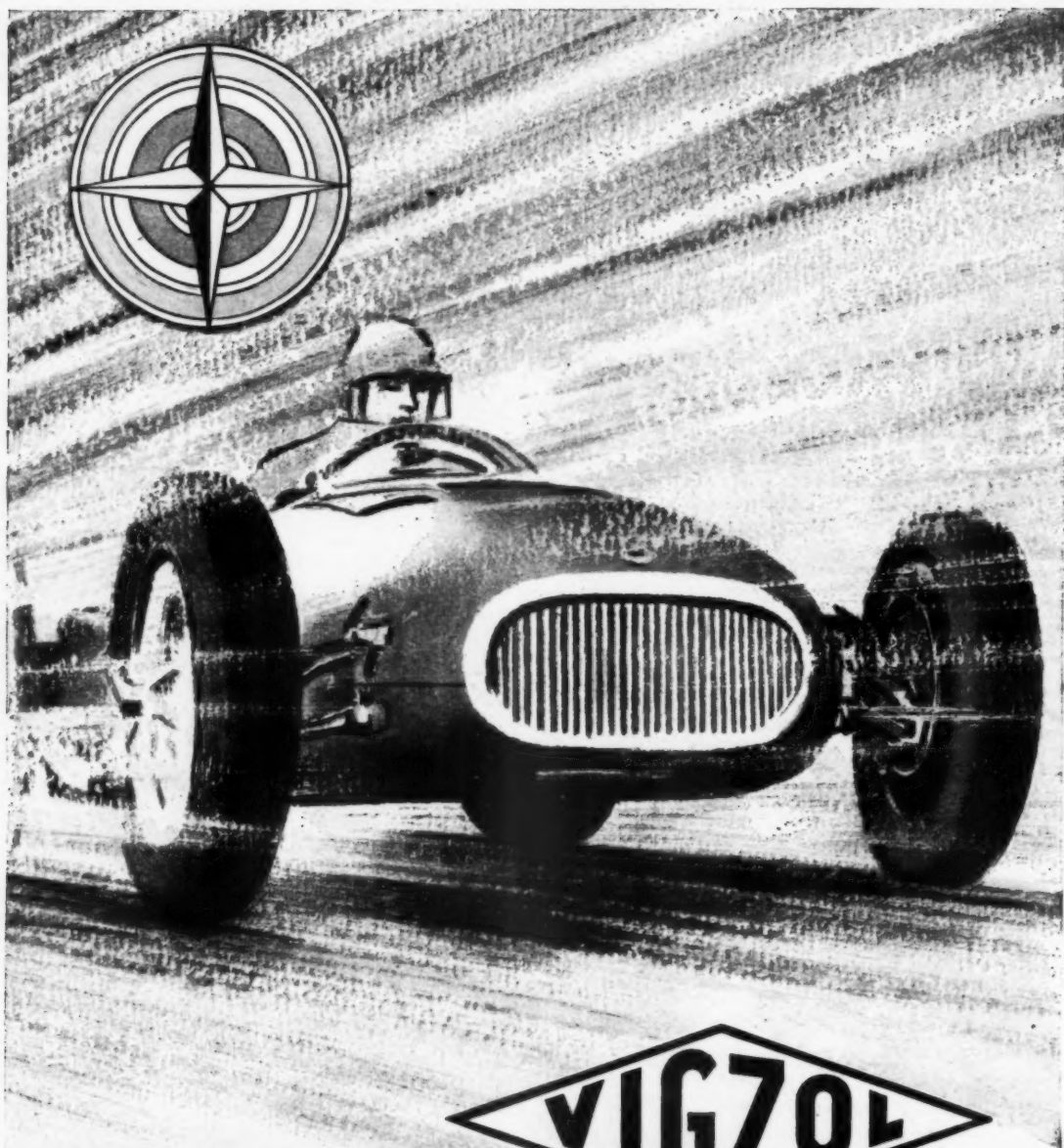
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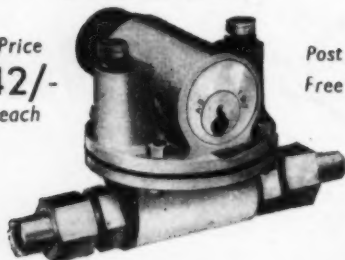
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1948 Hillman Phase II, 8,000 miles	£725
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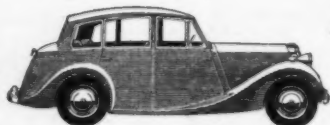
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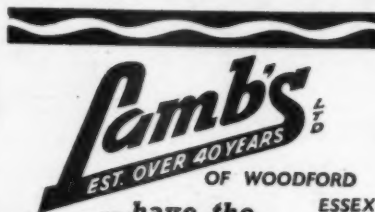
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1947 MORRIS 10 saloon, specimen car..... £835

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1939 AUSTIN 12 saloons, fine examples £390 & £410

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1949 Ford Pilot, 4-door saloon, 10,000 miles, one owner. Perfect..... £1,000

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1947 Pontiac 4-door Sedan, black with fawn cloth, this car was first registered in November 1948 and is in magnificent condition. £10 tax.

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1946 TRIUMPH Dolomite 16 h.p. Roadster	£475
1939 HILLMAN 10 h.p. saloon	£365
1939 JAGUAR 1½-litre saloon de luxe	£575
1938 MORRIS 8 h.p. saloon de luxe	£295
1938 ROVER 12 h.p. de luxe saloon	£635
1938 HILLMAN 10 saloon de luxe	£335
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'38 Morris 10 Sl., exceptional	£355
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'47 Triumph 1800 R'dstr., low mil., 1 owner	£750
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'46/7 Morris 10 Sl., choice of three, from	£495
'39 Wolseley 21 Sl., very good cond.	£395
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'37 Vauxhall 14 Sl., carefully maintained	£225

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Phone BRIXTON 6251

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1947 AUSTIN 10-cwt van, excellent condition	£500
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1947 HILLMAN Minx saloon, black. Choice of 2, from	£575
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1936/7 RILEY Adelphi saloon, black	£345
1947 ROVER 12 saloon, grey	£1,100
1947 STANDARD 8 D/H coupe, grey, blue leather	£485
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1946 STANDARD 12 saloon, black	£585

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1939 Humber 27 Imperial, sal., imp. con.	£475
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1939 Rolls Royce Replica, owner driver sports sal., 20 h.p., black	£950

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1946 Hillman Minx Saloon	£595	0	0
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1946 Hillman drophead coupe	£625	0	0
or 30 monthly instalments of	£25	4	2
1939 Jowett 8 Saloon	£295	0	0
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1946 HUMBER SUPER SNIPS Saloon, colour black with brown upholstery, 6 Mileage 17,000. In excellent condition throughout	£850
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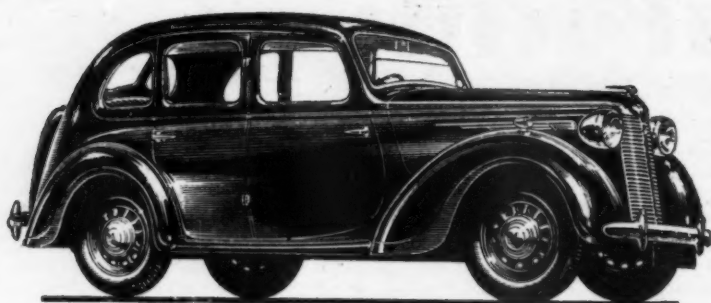
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1939 Morris 8 4-dr. sal.	£345
1946 M.G. T.C. Sp. 2-str.	£475
1947 Hillman Minx sal.	£575

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A special purchase of a number of 1947 Austin 12 h.p. four-door de luxe Saloons enables us to offer this excellent post-war model at an attractive price. A full five-seater car equally suitable for family motoring or business use. So great is the demand for good post-war cars that to secure one of these you should call, phone or wire without delay. Note the features listed below. Part exchanges welcomed.

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These cars carry full six months' petrol ration for period ending 31st May, and double ration from 1st June.
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All with 3-months' Written Guarantee and Free Service Vouchers. Available on convenient credit terms.

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1949 HILLMAN Minx Magnificent saloon, 2,000 miles only	£895	1947 TRIUMPH Roadster saloon, grey, 7,000 miles	£795
1948 HUMBER Hawk saloon, grey, 9,000 miles ..	£1,025	1949 STANDARD Vanguard saloon, green, 6,000 miles	£975

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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

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1938 A.C. 16hp 2-seater, supercharged, finished silver and red, in magnificent condition throughout. £275.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [2387]

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1949 (August) A.C. saloon, polychromatic grey/red leather, genuine 6,000 miles only, as brand new, B.M.T.A. permission, list price.—Royston Motor Co., Ltd. Tel. Royston 2148. [2323]

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 28, Under High St., Epsom 9400. [2321]

PRK-WAR A.C. with attractive body wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0528]

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1934 Alfa-Romeo 2.3-litre supercharged 2-door 4-seater drop head coupe, recent complete engine overhaul at cost of £260, red with red leather upholstery. [1578]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1578]

BARTLETT—Alfa-Romeo, specimen cars in stock—27a, Pembridge Villas, W.11. [0991]

BARTLETT Alfa-Romeo special, bargain, 2.3 8-cyl. supercharged, 100 m.p.h., Farina drop head; £425.—27a, Pembridge Villas, W.11. [3055]

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ALFA-ROMEO supercharged 2.3-litre for sale, 4-seater, streamlined body in metallic blue built regardless of cost in 1948; the performance of this car is exceptional and is capable of speeds in excess of 100 m.p.h.; many extras including loud and soft wind-blown horns, latest type lighting equipment, etc.; price £1,000.—McVean, Field House, Madeley, Salop. [9569]

Alfa-Romeo Cars Wanted

BARTLETT always buys Alfa-Romeos.—27a, Pembridge Villas, W.11 [1087]

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0913]

Alfa-Romeo Spares and Service

BEVERLEY MOTORS, Coombe Rd., New Malden have a limited stock of Alfa-Romeo spares; supercharger parts, half shafts, etc.—Tel. Malden 4403. [9051]

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars. Portsmouth Rd., Cobham and Brooklands Track, Weybridge, Surrey. Byfleet 520 [0124]

ALLARD

DAENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—58, Park Lane, London, W.1. Recent 1866. [0151]

1949 Allard 2-seater, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2705]

1949 (Feb.) Allard 2-seater, 3,900 miles only, 3.5 and 4.1 rear axle ratios, finished blue with blue hide and hood, in showroom condition, 3 months' guarantee; £900.

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [594]

1949 Allard coupe, Telecontrol shock absorbers, rev counter and several extras, built specially for competition work and suitable for the Monte Carlo Rally; price £950.—D. W. Price, Braemar Works, Neaden, N.W.10. Gl. 7811. [2435]

1948 Allard open 4-seater, 11,000 miles, black; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [1783]

795 gns.—Allard (Sept., 1948) sports 2-seater, Cambridge blue, blue leather, virtually one owner, 6,060 miles, practically new condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2606]

Allard Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1710]

Allard Spares and Service

ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431. [0311]

ALLARD MOTOR Co., Ltd. Service Dept., 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2533. [0267]

ENCON COACHWORKS of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467]

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Allard Spares and Service

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861) for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [0109]

ALVIS

BROOKLANDS,

ALVIS distributors for London.

1949 14hp special coupe by Tickford, speedometer reading 6,000 miles only, fitted with heater, examined and approved by makers, and carrying three months' guarantee.

CATALOGUE available for new 3-litre at

103, New Bond St., W.1. Tel. Mayfair 8351/6. [2790]

CAR MART, Ltd.

ALVIS Speed 20 1936 saloon, one owner, 6 months' guarantee; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2566]

DICKS CAR SALES offer:—

1938 Alvis 12/70 sports saloon, really immaculate

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6888-9. [1950]

CLAND & TABOR, Ltd., offer:—

1949 Alvis saloon, 700 miles only, black, brown leather; £1,250.

1948 Alvis 14hp shooting brake, 15,000 miles, one owner, maintained by makers, new condition; £835.

A FLYNN Road Garage, Welwyn By-Pass, Tel. Welwyn 481. [2795]

CHARLES FOLLETT, Ltd., offer:—

1938 Alvis 4.3, fitted most attractive 4-door sports saloon body by Mayfair, black, beige leather, 58,000 miles, modified to 1939 specification, wood interior; £650.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 11, Wellesley Ave., W.6, Riv. 1413. [1774]

GUY SALMON AUTOMOBILES offer:—

1948 Alvis Duncan 2-door sports saloon, 6,000 miles, one titled owner; £1,285.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [0901]

ALVIS Speed 20 sports saloon, black, excellent condition.—Uplands 5101. [2931]

PERFORMANCE CARS have always a good Alvis selection; see under sports cars. [9079]

1949 (May) Alvis 14 saloon, maroon, mileage 4,000; £1,350.—Waddell, Pawlett, Bridgewater. [2867]

ALVIS 14hp 1948 Town and Country saloon, 10,000 miles only; £750, or near offer.—Tel. Kimbridge 2050

1936 Alvis Speed 20 4-door Charlesworth saloon, 8,000 mls. since overhaul, in very good condition; £375.—Box 4222. [2556]

ALVIS 12/50 1935/4 aluminium touring body, excellent order throughout; price £135.—Apply 6 Portugal St., Cambridge Tel. 57509. [2343]

£350.—1937 Speed 25 Alvis open 4-seater, just overhauled and checked over.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [2596]

ALVIS Speed 20, 1934, laid up 6 months, full coupons from January; £125.—D. B. Lambkin, 1, Key St. Terrace, Keyote Hill, Sittingbourne, Kent. [2878]

1938 Alvis 12/70 drop head coupe, reconditioned engine, new hood, excellent condition.—Nash, Grafton, York. Tel. Boroughbridge 181. [1104]

ARCHIE SIMONS & Co., Ltd.—Alvis 4.3-litre 4-door saloon by Charlesworth, £450 factory overhaul recently; £695.—94, Great Portland St., W.1. Lan. 1343. [2461]

1936 3½-litre 25-6hp Alvis 4-door pillarless saloon, radio, heater, I.F.S. P100s, twin fogs, beautiful condition throughout; £250.—Tel. West Malling 3078. [2905]

3½-litre 26hp 1937 model long wheelbase tourer—Alvis sports saloon, one owner, laid up during whole of war, fitted with servo brakes, dual electric pumps wireless and fog lamps; price £675.

GUY MOTORS, Ltd., Wolverhampton. [2359]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Alvis saloon 14hp, maroon, 8,400 miles, dark pigskin coloured leather, magnificent condition; quick sale, £1,250.—Hyde, 50, Queen's Ave., Moolis, Wivral. [2949]

1948 Alvis Tickford drophead coupe, maroon with red leather, low mileage; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [3012]

£165—Alvis 12-50 four-seater tourer 1932, new hood and screens, reconditioned, complete engine overhaul.—Dr. Wade, 256, Rusham Rd., Wandsworth Common, S.W.12. [3054]

A range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0546]

£195—1933 model Speed 20 drop head coupe, unusually pretty low-built body by Charlesworth, good tyres and battery, a much sought after car at a very reasonable price. [0546]

£145—Just prepared for long Continental tour, re-bored, etc., new tyres, new battery, a reliable quality car, ready to give many years' faithful service. [0546]

These are just two of our Alvises which are in good condition; many others in stock; hire purchase and insurance. [0546]

ALVIS GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [2747]

950 gns.—Alvis 14 (April, 1947) 4-door sports saloon, black, sliding head, green leather, H.M.V. 16,000 miles, exceptional condition; terms, exchanges.—Rowland Smith, below. [0546]

795 gns.—Alvis 14 (March, 1948) utility 4-door coachbuilt natural timber body, birch grey wings and bonnet, red leather upholstery, glass all round, drop tailboard, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below. [0546]

245 gns.—Alvis Speed 20 1933 Mayfair foursome drop head coupe, black fawn leather, very good condition; terms, exchanges.—Rowland Smith, below. [0546]

395 gns.—Alvis Speed 25 1937 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube, Hampstead 6041. [2607]

1935 Alvis limousine, 7 seats, face forward, body not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner, the car must be seen to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.9 Macaulay 1312. [2677]

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0546]

CATEHOUSE MOTORS are regular buyers of good clean Alvis cars. [0546]

CATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444. [1596]

WANTED.—Alvis cars, post-war saloon and coupe models; send details to— [0546]

ROLAND G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023]

WANTED, pre-war 12-70 Alvis.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1492]

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [2510]

FERKINS & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697]

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2. Paddington 1826. [2389]

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [0597]

CHARLES FOLLETT, Ltd., buy good late model cars. 18, Berkeley St., W.1. May 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8361]

1948-9 Alvis; please give particulars and price, Burnage Lane, Manchester, 7. Riv. 2574-5. [0494]

CAMDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good, clean condition; write, call or phone, stating price required. [0546]

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2391 and 3115. [2547]

Alvis Spares and Service

SERVICE and spares for Alvis cars. [0546]

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams. Alviscar Gold London." [0546]

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. "Grams. Alvis Coventry." [0546]

CHARLES FOLLETT, Ltd.—Alvis specialists. [0546]

SHOWROOMS.—18, Berkeley St., W.1. May. 6266. [0546]

SPARE parts. [0546]

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366]

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585]

JAMES H. GALT, Ltd., Alvis distributors for Scotland, 7 Works, 77-79, Douglas, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730]

ARMSTRONG SIDDELEY

CAR MART, Ltd. [0546]

ARMSTRONG 16 1947 Typhoon saloon, radio, heater, 16,000 miles; £1,025. [0951]

ARMSTRONG 16 1947 Hurricane coupe, 16,000 miles, £975. [0951]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2567]

ASTLE'S, Burton-on-Trent. [0546]

1948 Armstrong Siddeley Lancaster, colour black, brown leather, fitted heater, spot light, very carefully serviced; £935.—126, Belvedere Rd., Burton-on-Trent. Tel. 3672. [2442]

ARMSTRONG SIDDELEY

TOM GARNER, Ltd., offer:— [0546]

1949 series (Nov. 1948) Armstrong Siddeley Hurricane coupe, grey with blue leather, 200 miles only. [0546]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [2394]

PASS & JOYCE, Ltd., offer:— [0546]

1948 Armstrong Siddeley Lancaster saloon, black, brown leather, bench type front seat, pre-selector gear box, one owner, in excellent condition.—184, Great Portland St., W.1. Museum 1001. [8806]

WARWICK WRIGHT, Ltd., offer:— [0546]

1949 Armstrong Siddeley 16hp Lancaster saloon, blue, blue leather, 2,000 miles; £1,450. [0546]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1835]

G. SMITH (MOTORS), Ltd., offer:— [0546]

1947 (November) Armstrong Siddeley Typhoon, nominal mileage, fitted heater, radio, and many other extras; £895; selection of 50 other guaranteed used cars. [0546]

G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [3071]

GUY SALMON AUTOMOBILES offer:— [0546]

1947 Armstrong Hurricane coupe, 11,000 miles, immaculate condition; £895.—Portsmouth Rd., Thames Ditton. Emburbock 5551-2-3. [0595]

GORDON CARS (LONDON), Ltd., 1948 Armstrong Typhoon coupe, black/green leather, excellent order.—below. [0546]

GORDON CARS (LONDON), Ltd., 1946 Armstrong Lancaster saloon, grey/blue leather, immaculate condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [0546]

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395. [0546]

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. [0623]

1948 Armstrong Siddeley Typhoon saloon, black, latest type radiator, perfect condition, 10,000 miles.—Lydall, East Lodge, Mirdell, Yorks. Tel. 3296. [2417]

1937 Armstrong Siddeley 17hp saloon, black, one owner, licensed 1950, in perfect condition throughout; £375 or near offer.—Barrow, Camp Farm, Farmington, Northleach. Tel. 252. [2882]

895 gns.—Armstrong Siddeley May, 1947, Hurricane foursome drop head coupe, grey, blue leather, radio, one private owner, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. [0546]

295 gns.—Armstrong Siddeley 1937 25hp 4-door touring saloon, black, sliding head, green leather, pre-selector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2606]

£450—1939 Armstrong Siddeley 16hp sports saloon with Typhoon engine, immaculate bodywork, beautifully maintained throughout, ridiculously cheap at this price; written mechanical guarantee; hire purchase, exchanges. [0546]

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [0622]

£495—Late 1937 Armstrong limousine, full 8-seater with division, literally amazing outstanding condition, bodywork original as new, interior immaculate, really looks like modern £1,250 limousine; written mechanical guarantee; hire purchase, exchanges. [0546]

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3017]

MAYFAIR GARAGES, Ltd., June, 1938 14hp 4-door, 6-litre saloon de luxe with sliding roof, black, blue, hide interior, all good tyres, pre-selector gearbox, in trickle charger, carefully maintained and exceptional condition throughout; 3 months' guarantee; £365. [0546]

MAYFAIR GARAGES, Ltd., Balderton St., Selfridge's clock, Mayfair, W.1. Mayfair 3104-5. [1221]

1948 (August) Armstrong Siddeley Lancaster 4-door saloon, fawn with green leather upholstery, carefully driven and maintained in new condition, 10,000 miles; price £1,100.—Apply D. Ward, Westfield Ave., Higham Ferrers. Tel. Rushden 448. [1408]

1947 series (14/12/46) Armstrong Hurricane coupe serviced and fully modified by makers, for fastidious owner, colour maroon, red upholstery; this car is one of the finest on the road, and is being sold as owner taking delivery of new Hurricane; available early June.—Box 121. [2352]

NAYLOR & ROOT, Ltd., 1947 Armstrong Siddeley Typhoon saloon, cream, black, low mileage, very attractive car, perfect condition throughout, £850; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25 East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [1694]

LIMOUSINES, 1939 Series, Long-25, partition, widest occasional, black, genuine low mileage, privately owned, £795. Below. [0546]

9000 genuine mileage, 1939 Long-17hp—partitioned, blue leather limousine, forward occasional, unquestionable condition. £1,060, also selection 17hp from £595. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [2531]

Armstrong Siddeley Cars Wanted

CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951]

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0591]

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 5033/4/5. [0900]

CASH buyers of low mileage Armstrongs; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0793]

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [2511]

Armstrong Siddeley Cars Wanted

MARSTON MOTOR, Ltd., for your Armstrong Siddeley.—Tel. Sta. 8003, Seven Sisters Rd., Tottenham, N.15. [1018]

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7845. [0601]

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd. [0546]

100% Armstrong Siddeley service. [0546]

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none. [0546]

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leam. 8. Tel. Leeds 20109. [1023]

ARCOT MOTORS, Ltd. [0546]

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235]

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors, Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [2068]

A LARGE stock of spares for the above cars always available.—Fass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town, Tel. Gul. 4141. [0546]

HENLYS, Ltd., Chestnutt Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216. [1068]

ASTON MARTIN

BROOKLANDS, [0546]

ASTON MARTIN distributors for London. [0546]

1949 Aston Martin 2-litre 4-cyl. racing saloon, actual car entered and raced at Spa and Le Mans, 1949, completely overhauled by makers, reupholstered and reconditioned British racing green, carrying makers' guarantee. [0546]

ALSO details of new 2.6-litre available at [0546]

103, New Bond St., W.1. Tel. Mayfair 8351/6. [2791]

H. W. MOTORS, Ltd. [0546]

HAVING purchased the manufacturers' entire output of the 2-litre drop head coupe, we are in a position to offer reasonably quick delivery of these exceptional cars. The first car will be on view at our showroom in approximately two weeks from this date. [0546]

H. W. MOTORS, Ltd., Aston Martin Distributors for West Surrey. Walton-on-Thames 783 and 1437. [1573]

FRIARY MOTORS, Ltd. [0546]

1936 1½-litre Aston Martin Mark II 4-seater, reconditioned, good condition; £450. [2418]

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [2665]

1937 Aston Martin for sale, 2-litre 2-4-seater, fitted new engine February, 1950, owner purchased chassis saloon.—Box 9288. [0546]

LE MANS, July 1933, six months' rebuild just completed includes 1934 modifications, selling for family reasons.—1, Zelah Rd., Orpington. [2345]

ASTON MARTIN 1939 long chassis 4-door saloon, moderate mileage, perfect condition; seen and tried London; fully taxed, £650.—Box 4190. [2253]

ASTON MARTIN International sports open 4-seater A.8.39, excellent mechanical condition, up-to-date modifications; £250.—Full details from owner. Box 4285. [0546]

ASTON MARTIN 1935 Mk. II 4-str. engine and transmission, excellent, 6 road tyres, new hood and side screens, body and paintwork perfect, colour green.—Photos on request to T. J. Stomper, Lane, Walton-on-Thames. £490. All offers considered. [2421]

Aston Martin Cars Wanted

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [2511]

ASTON MARTIN cars wanted for cash; full details.—A. Priory Motors, Ltd., Old Windsor, Windsor 1100. [0546]

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0591]

PRE-WAR model open sports or saloon wanted by Anglor. 140, Golders Green Rd., London, N.W.11. [0529]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd. [0546]

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1363]

ATALANTA

1939 V12 Atalanta 4-dr. sports sedan saloon, one owner, 30,000 miles, a most exceptional and carefully chauffeur maintained car; £625.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [1246]

AUSTIN SEVEN

GATEHOUSE offer 1938 Austin 7 Ruby saloon; £225. [0546]

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1592]

1936 Austin 7 cabriolet, very good condition throughout. [0546]

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503 and 3526. [2754]

£90—Austin 7 Nippy sports, 1934, not taxed.—Evenings or write 25, Whitethorn Gdns., Enfield. [2413]

1935 Austin 7 saloon, excellent condition; £160.—Godfrey J. Crawley, Hillside, Winchelsea, Sussex. [2923]

1939 model Austin Big 7 sun saloon; £295.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [1766]

1937 Austin 7 Ruby de luxe saloon, outstanding condition, original paintwork must be seen, low mileage; £275.—348, King St., Hammersmith, Riv. 2837-8. [2812]

1939 Austin Big Seven saloon, original, reboared and sleeved, 44 mps, excellent performance; £265.—Selhurst Park Garages, 44/46, Prince Rd., Selhurst, S.E.25. Liv. 3144. [2715]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1935 Austin 7 Ruby saloon de luxe, recently overhauled, and in most exceptional condition throughout. £165. (1018)
SOUTH WESTERN GARAGE, Station Yard, New Malden, Tel. Malden 1212. (2307)

1950s—Austin 7 1937 Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2609)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0918)
AUSTIN 7 chassis wanted, Ruby type engine, gear box not required.—Marshall-Shellingford, Farringdon, Berks. (2902)
RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3132)

AUSTIN EIGHT

CAR MART, Ltd. (2068)
LONDON distributors.
AUSTIN 8 1946 sun saloon, 10,000 miles; £545.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (2568)
OVERSEAS CARS, Ltd.
1946 Austin 8 saloon, black, excellent condition throughout; £475; for other Overseas cars bargains see page 51.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (2465)
H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 13,000 miles; £585. (2739)
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (1632)
JAMES SIMPSON (SALES) offer:—

1946 Austin 8 saloon, immaculate throughout; £510. (2947)
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. (2902)
JAMES SIMPSON (SALES) offer:—

1947 Austin 8 saloon, one owner, a most beautiful car, 9,000 miles; only £575. (2947)
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. (2902)
1939 Austin 8 4-door saloon, guaranteed; £550.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7760. (2737)

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (7397)
1947 Austin 8 4-door saloon, genuine 9,000 miles, superlative condition, taxed December; £575. Bruce France, 86, Cromwell Mews, South Kensington, Fla. 0513. (2490)

1946 model Austin 8 saloon, 4-door, well cared for, £465; another, 1947 model, taxed year, like new, few miles, £545.—Alley & Bernard, Ltd., 372, Kings Rd., S.W.3. Fla. 7345. (2693)
1947 Austin 8 sun saloon, black/brown leather, small mileage, in perfect order, 3 months' guarantee; £550.—Trinity Cars, Ltd., 34, North Side, Wandsworth Common, S.W.16. Battersea 1166. (2693)

1947 (June) Austin 8 saloon, black with brown upholstery, one owner, 8,000 miles only, quite unmarked; £590.—R. C. Wimbush, Ltd., 512, Earls Court Rd., London, S.W.5. Freemantle 6401. (1917)
475 gns.—Austin 8 (Dec. 1945) de luxe 4-door saloon, dark blue, sliding head, blue leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2610)

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon in black with brown leather, 10,000 miles only, extremely nice condition, £510; three months' written guarantee; also 200 guaranteed used cars of all makes.—193, Kings Rd., Chelsea, S.W.3. Tel. Fulham 4901/2/3. (2381)
NAYLOR & ROOT, Ltd., 1947 Austin 8 saloon, blue, low mileage, equal to new throughout, £525; three months' guarantee; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. (1690)

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd. London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952)
ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0919)

25. Sell your Austin 8 to us: good cars urgently wanted. all models.—Offord, 67, George St., W.1. Wel. 6899. (4553)
CASH buyers of low mileage Austin 8s; distance no object.—Huttons, Lord St., Southampton. Tel. 6268. (0784)

AUSTIN 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1346)
RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3133)

AUSTIN TEN

J. CORYTON, Ltd.
1947 (April) Austin 10hp sun saloon, black, one previous private owner, reasonable mileage exceptionally well maintained and mechanically guaranteed. (2181)
139—149, Fulham Rd., S.W.3. Ken. 1410. (2181)
AUSTIN 10 tourer, unregistered; £425.—Gibbards, 104, Clapham Park Rd., S.W.4 (Macaulay 441/2). (2952)

AUSTIN TEN

BROWNS for Austins.
1937 Austin 10 Cambridge saloon de luxe, one owner, radio, immaculate condition; £335.—Brown's Garage, Loughton (Essex) 4119. (Tube) (1968)
JAMES SIMPSON (SALES) offer:—

1940 Austin 10 saloon, exceptionally good condition, must be seen to be appreciated; £475. (1992)
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. (2902)
Z. MOTORS for Austin 10 bargains:—

1936 10; £195.
1935 10; £165.
1934 10; £150; all guaranteed.
100—Palmerston Rd., N.W.6. Mai. 4723. (2597)

1937 Austin 10, superb condition; £295.—Below.
1938 Austin 10, good condition.—Below.
1940 Austin 10, excellent condition, choice of two; £425.
BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. (2131)

1946 Austin 10 saloon, 10,200; £525; original owner.—22, Marina Court Ave., Bexhill 369. (2739)
GORDON CARS (LONDON), Ltd., 1947 Austin 10 saloon, black, brown, 10,000 miles; spare unused.—Below.
GORDON CARS (LONDON), Ltd., 1949 Austin A40 Devon saloon, 3,000 miles; £625. (2636)
373, Euston Rd., N.W.1. Euston 6611.

1948 Austin 10 saloon, black, brown upholstery, excellent condition, terms; £585.—Haskins, Ladbroke 1155. (2704)
1947 Austin 10 de luxe saloon, mileage 10,000, original condition throughout, £665; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. (1704)

£199—1936 Austin 10 de luxe saloon, blue and black, sound throughout, fitted radio, good runner with good tyres, bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (2800)
AUSTIN 10 1937 Cambridge saloon, very good condition throughout; £325.—Panlites Service Garage, London Rd., Guildford. Tel. 5326. (17479)

1940 Austin 10 saloon de luxe, finished in black, body work and interior excellent, engine, chassis perfect, excellent value; £415.
M. B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. (1687)
£635—1947 Austin 10 saloon, one owner, as new throughout; terms, exchanges; three months' guarantee; free demonstration within 100 miles.
MAKIN & HARRISON, 492-2, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. (1870)

1947 Austin 10hp, splendid condition, low mileage; £625.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. (2650)
£160—Austin 10 2-seater, 1933, new hood and battery, good condition throughout, taxed.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (2775)

395 gns.—Austin 10 1939 Conway 4-door drop head cabriolet, black, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
225 gns.—Austin 10 (May, 1936) Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2611)

1939 (May) Austin 10 black Cambridge saloon, in splendid all-round condition; h.p. terms arranged.—R. Henry, Ltd., 63-65, Great Portland St., W.1. Lankham 3635 and 3954. (9899)
1940 Austin 10 saloon, black, just recellulosed and overhauled, in excellent condition throughout, genuine bargain; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (2940)

£445—1940 Austin 10 de luxe saloon, magnificent condition, looks and runs like 1947 model, interior excellent, mechanically 100%, this vehicle is outstanding; written mechanical guarantee; hire purchase, exchanges.
LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (3016)

1946 Austin 10 saloon, low mileage, immaculate condition, maintained by us and specially recommended; £575; closest examination invited; terms, exchanges; 3 months' guarantee.—Chain Garages, Ltd., Hanser Lane, Ealing, W.5. Perivale 4404. (3041)

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd. London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (0953)
I REQUIRE post-war Austin 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1289. (2532)

POST-WAR Austin required, cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4468. (0841)
SELL your Austin 10 to us: good cars urgently wanted all models.—Offord, 67, George St., W.1. Wel. 6899. (4554)
ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0919)

CASH buyers of low mileage Austin 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 6268. (0785)
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5840)

Austin Ten Cars Wanted

ALL Austin 10 models urgently required, including 1935, 1946, 1947 and 1948.—Corbett & Taylor, 21, Conduit Lane, W.2. Aub. 6949. (2469)
AUSTIN 10s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. (1347)

AUSTIN A40

W
HAROLD PERRY, Ltd. Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
AUSTIN A40 Devon saloon, first registered March, 1949, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £875.
W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (6438)

BASIL ROY.
1949 Austin A40 Devon, sliding roof, fitted heater and radio, immaculate condition; £875.—161, Great Portland St., W.1. Langham 7733. (1849)
CAR MART, Ltd. (2068)
LONDON distributors.

AUSTIN A40 1949 Devon saloon, radio and heater, 9,000 miles; £895.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (2569)
J. DAVY offers:—
AUSTIN A40 Devon, green, brown upholstery, 8,000 miles; £825. (2739)
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493 (19634)

RIPCO, Ltd., offer:—
1949 Austin A40 Devon saloon, grey, sun roof and heater, 5,000 miles; £895.
RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952-4. (2499)
BROWNS for Austins.

1949 (April) Austin A40 Devon 4-door saloon, 4,500 miles only, immaculate condition; £850.—Brown's Garage, Loughton (Essex) 4119 (Tube). (1759)
SIMPSON'S MOTORS offer:—

1949 Austin A40 4-door, radio, heater, low mileage; £835.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. (1756)
TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, black with beige leather, sun roof, heater, etc., 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. (2395)
H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon de luxe, black sunshine roof, heater, radio, 7,000 miles; £875; choice of three.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (1633)
PRIDE & CLARKE, Ltd., offer:—

1948 Austin A40 Dorset saloon, 5,000 miles, mist green, brown leather, heater, as new; £759.
PRIDE & CLARKE, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. (2743)
PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Solent blue, 11,000, perfect.—4, 4772-3.
WARWICK WRIGHT, Ltd., offer:—
1948 Austin A40 Devon saloon, maroon, beige leather, 5,000 miles; £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1836)

S. G. SMITH (MOTORS), Ltd., offer:—
1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. (9070)
1948 Austin A40 4-door saloon, superb.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. (8939)
1949 (April) A40 Austin Devon, genuine mileage 1,500, black, sun roof; £895.
C.M.C. (CATERHAM), Ltd., Croydon Rd., Caterham, Caterham 823. (2770)

1949 February, Austin A40 Devon saloon, mist green, small mileage; £825.
BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. (2132)
1949 Austin A40 Devon saloon, sun roof and heater, 11,000 miles; £835.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springfield 477-3. (19600)
1948 A40 Dorset saloon, as new; £795.—Light Car Co., Derby. Tel. 3658. (2331)
AUSTIN A40 Devon mileage 14,000, faultless; £825.—Panlites Service Garage London Rd., Guildford. Tel. 5326. (17478)

1949 Austin A40 Devon saloon, mileage 4,000, radio, heater, sunroof, £885; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. (1704)
£850—1949 Devon sunshine saloon.—Lawton, Goodman, 135, Cricklewood Road, W.N.2. Glandstone 2226. (1688)
1949 (May) A40 4-door saloon, heater, 7,000 miles, unmarked; £845.—L. F. W. Clarke, 4,000, Cadogan Lane, S.W.1. Sloane 4727. (2114)

£815—Austin A40, 17,000 miles, radio and heater, green and beige; terms, exchanges; three months' guarantee; free demonstration within 100 miles.
HARRISON & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. (1877)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Austin A40 Devon saloon, sunshine roof, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588. (1720)

1949 Austin A40 Devon 4-door saloon, immaculate condition, mileage 8,900 only; £775.—Brevet Flying Club, 11, Chesterfield St., Mayfair, Gros. 1355. (2802)

1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (8153)

1949 (December) A40 four-door saloon, black, 2,000 miles only, as new; £500 (B.M.P.A. permission to sell).—Firmen, 37, Marlow Rd., S.E.20, Syd. 6095. (2965)

1949 Austin A40 Devon, 5,000 miles, immaculate condition; £865.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. (2452)

1949 (March) Austin A40 Devon, grey, sun roof, heater, 7,000 miles; £850.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2842)

1949 Devon 4-door sunroof saloon, black, beige upholstery, heater, low mileage, unblemished.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (2816)

1949 A40 Devon, 8,000 miles, grey, one owner, sun roof, loose covers, radio, heater, taxed year, spare unused, immaculate; £875; deferred terms.—Ruxley Parade Garage, Ewell 5000. (2347)

1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. (8923)

AUSTIN A40 (Oct., 1949) Devon 4-door sunshine saloon, Portland grey, 15,000 miles, radio, heater, loose covers, other extras, regularly serviced, immaculate condition; £850.—Cox, Bank House, Huntingdon, Tel. 10. (2901)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.,—1949 Austin A40 de luxe saloon, sea green, four-door, sun roof, fitted heater, 5,000 miles genuine; £975; terms & exchanges.—Universal Car Distributors (London), Ltd., 331, 3, High Rd., Chiswick 1919. (5015)

Austin A40 Cars Wanted

T H E C A R M A R T, L t d .
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (0957)

COUNTRYMAN A40 required urgently by Anglor, 140, Golders Green Rd., London, N.W.11. (0530)

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0912)

CASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southport. Tel. 2266. (0786)

REQUIRED immediately, 1949 Austin A40 saloon, low mileage.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (2760)

AUSTIN A40 cars wanted.—Motorsists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (6392)

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—
1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of two. (1737)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (1634)

BUY SALMON AUTOMOBILES, Ltd., offer:—
1947 Austin 12 saloon, nominal mileage, very good condition; £765.—Forthmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (2787)

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins, Ladbroke 1155. (2787)

1937 Austin 12 coupe, completely reconditioned in exceptionally good condition; nearest £225 in Box 4312. (2969)

AUSTIN 12hp saloon, black and brown, fully equipped, a very good condition throughout, first registered 1949; £625. (2482)

HIRE purchase and exchanges arranged.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frohisher 0063, 0929. (2482)

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £700. (8764)

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. (8764)
—Austin 12 saloon, just removed from storage.—Austin 12 saloon, just removed from storage.—Austin 12 saloon, just removed from storage. (1144)

£275 age.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1689)

1937 Austin 12 Ascot saloon, superb order, taxed to end of year; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (1144)

1946-7 men car, black; £715.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (1556)

AUSTIN 12 4 saloons! 1948 models in first-class order, black with brown interior, small mileage, first-class throughout, limit number only, taxed to June 30th; £695 each, cash, terms, exchange. (2360)

A. E. PALMER MOTORS, Ltd., 12 Church St., Luton 1422. (2360)

1940 Austin 12 saloon, black; £450; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (13046)

1939 Austin 12 saloons (2), very fine order throughout, excellent tyres, taxed; £390 and £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (2700)

7-Passenger 1935 long-wheelbase Twelve-four saloon, forward occasional, wonderful condition throughout. £435. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. (2534)

1938 (April) Austin 12 de luxe saloon, black, brown leather, most attractive appearance, excellent performance, thoroughly recommended, offered with written guarantee at attractive price; written guarantee, exchanges, terms.—H.F. Edwards, 172, Kingdon Rd., Ewell, Surrey. Ewell 5101. (2530)

Austin Twelve Cars Wanted

C M T H E C A R M A R T, L t d . London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954)

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2266. (0786)

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0912)

1937-8-9 Austin 12 saloons and limousines wanted.—Motorsists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. (0094)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). (5841)

AUSTIN SIXTEEN

W H A R O L D P E R R Y, L t d . Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (6439)

AUSTIN 16hp saloon, first registered October, 1948, colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950. (0921)

W H A R O L D P E R R Y, L t d . Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (6439)

C A R M A R T, L t d . London distributors. (0957)

AUSTIN 16 1949 saloon, 4,000 miles; £1,025. (1737)
AUSTIN 16 1948 saloon, 21,000 miles; £875. (2570)

AUSTIN 16 1947 saloon, 8,000 miles; £895.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (2570)

NEWNHAMS, Ltd.,
1948 Austin 16 saloon, black with brown, carefully used. (1592)

NEWNHAMS, Ltd., 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (1592)

TOM GARNER, Ltd., offer:—
1948 Austin 16 sun roof saloon, black with brown leather radio, etc. 15,000 miles. (2396)

G. P. (BALHAM), Ltd., offer:—
250 gns.—1937-8 Austin 16 Goodwood saloon, really excellent condition; a bargain. (100)

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. (2476)

SAUL & SLATTER, Ltd., offer:—
1946 Austin 16 saloon, black with brown upholstery, in excellent condition; £775. (1729)

SAUL & SLATTER, Ltd., 42, Aldermans Hill, N.13. Tel. Palmers Green 1205, 7173. (1729)

H. A. SAUNDERS, Ltd., offer:—
1949 Austin 16 hp saloon de luxe, 4,900 miles, radio, heater, etc.; £1,025. (1635)

1948 Austin 16hp saloon de luxe, 9,000 miles; £895. (1635)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (1635)

WARWICK WRIGHT, Ltd., offer:—
1948 Austin 16hp saloon, black, brown leather, 9,000 miles; £975. (2669)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2669)

MCKINNON MOTORS, Ltd., offer:—
1949 (Feb.) Austin 16 saloon, navy blue, black wings, brown hide throughout, heater, chromium spot lamp, taxed full rate Dec., one owner, 5,319 miles only, the whole car in brand new condition, impossible to fault; anywhere; £1,050. (2370)

ALSO Devon 4-door saloon and 8 4-door saloon guaranteed.—MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. (2370)

1948 October, Austin 16 saloon, small mileage; 9,000 miles; £975. (2652)

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (2652)

AUSTIN 16hp 1948 saloon, black with brown upholstery, small mileage, showroom condition; £925.—Below. (2481)

1947 Austin 16hp saloon, 18,000 miles, excellent condition throughout; £825.—Hire purchase and exchanges arranged; Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frohisher 0063, 0929. (2481)

1948 Austin 16, 10,000 miles, H.M.V. radio, one owner; £865.—Stadium Autos, 178, New Barn St., E.13. Aub. 3366. (2759)

1949 Austin 16 Countryman, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1723)

1948 Austin 16hp saloon, blue, black wings, brown leather upholstery, 10,000 miles, immaculate condition. (1949)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. E. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flaxman 6181). (1949)

£935—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. (1637)

1948 (Aug.) Austin 16 de luxe saloon, as new condition throughout; £875; H.F. Edwards. (2613)

GORDON CARS (LONDON), Ltd., 1949 Austin 16 saloon, black/brown, radio, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6811. (2637)

1949 (April) 16 black saloon, brown upholstery, loose covers, radio, 5,600 miles; £970.—Bune, 62, Cadogan Sq., S.W.1. Kensington 2524, 1506. (1949)

2500 miles positively.—Austin 16hp saloon, magnificent condition throughout.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. (2800)

16hp saloon, 1947, black, brown hide upholstery, sun roof, heater, low mileage; £855.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (2815)

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London S.W.17. Wim. 3031-2. (8923)

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £875.—C. A. Petio, Ltd., 42, North Audley St., W.1. Mayfair 3051. (2613)

1948 upholstery, heater, 14,000 miles, one owner; £850.—Tel. Tottenham 4350. Thomas Gibson, 124, Church St., Edmonton, N.9. (2018)

1949 Austin 16, 6 months out of convenient, perfect inside and out, picked engine, radio, heater, 2,340 miles; price £1,150.—Mrs. Palmer, Barton Grange, Corfe, Taunton, Som. (2854)

1947 Austin 16 saloon, black with brown leather upholstery, immaculate condition throughout, exceptional car, perfectly maintained, one owner, small mileage; £895; also 1946 at £825. (1949)

RAWLINGS BROS., Ltd., 67a, Cromwell Rd., Kensington. Frohisher 8161. (2322)

1948 (April) Austin 16hp de luxe saloon, black, brown leather, guaranteed 7,000 miles, perfect; £865.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2841)

1949 Austin 16, finished green, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Hill 4488. (2855)

Austin Sixteen Cars Wanted

T H E C A R M A R T, L t d .
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (0955)

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2266. (0786)

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0922)

POST-WAR Austin 16 required urgently.—S. Bowen & Sons, Hillside Garage, Edgware, Tel. Edgware 4464-5. (2662)

AUSTIN 16 cars wanted.—Motorsists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. (6392)

AUSTIN EIGHTEEN

125 gns.—Austin 18 1935 model Hertford 4-door saloon, grey and black, sliding head; terms, exchanges.—Rowland Smith, below. (1949)

395 gns.—Austin 18 (August, 1936) York 7-seater saloon, black, sliding head, blue leather, face-forward occasional, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2612)

AUSTIN 18, January 1936, Chalfont 7-seater limousine, face-forward occasional, new engine fitted, good tyres, bodywork excellent; £425. (2696)

LANKESTER ENG. Co., Ltd., 39-40, East St., Kingston 3151-4. (2939)

1939 Austin 18 5-seater saloon, one owner, genuine 36,000 miles only, black and brown, taxed; £585.—Metro Motors, Rickmansworth 2064. (1362)

£445—1937 Austin 18 long chassis 7-passenger York saloon, exceptionally clean car.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (2696)

1938 18hp Austin Iver limousine, face forward seats, leather, not ex-hire; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1686)

AUSTIN 18hp 1936 long chassis 7-seater York saloon, A sliding roof, leather upholstery, face-forward occasional seats, all excellent condition, dark blue, recent overhaul, taxed quarter; £595, or would consider smaller car part exchange.—44, Hogarth Rd., Hove, Sussex. (2913)

R. C. MORTLAKE offers:—1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 5155. (2846)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. (6384)

1937 (10th month) Austin 18 7-passenger double-enclosed limousine, face forwards, leather throughout, as new; £475.—Collops Car Sales, Ltd., 232-308, Lanark Rd., W.3. Tel. Maids Vale 5134, 7833, 3469. (17781)

SEVEN SEATERS 1936/1937 Saloons also partitioned Limousines, 7-forward, desirable condition throughout, from £450. Below.

SEVEN SEATERS 1938/1939 Saloons, selected excellent condition, leather throughout, black, certified mechanically.

LIMOUSINES 1938/1939, immaculate carriages, Ivers leather throughout, black, excellent throughout. £790.

HARPER, 1938, Deft 7ft 3in, streamlined four seater 1950 Coachwork, lavishly equipped. Seen—Alpe & Saunders, Providence Court, Grosvenor Square. (2532)

Austin Eighteen Car Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0956)

WANTED, 5- or 7-seater 18hp 1937-39 Austin.—Box 4346. (13027)

ROWLAND SMITH'S, the Austin 18 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0924)

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester. 3. Tel. Deansgate 3325-6. (8877)

AUSTIN TWENTY

£795—1938 Austin Mayfair limousine, absolutely magnificent condition, new leather interior, whole vehicle literally spotless and like new, ready for immediate use; written mechanical guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (3021)

LIMOUSINE 1935 Ranelagh Double Enclosed, 7-forward, blue leather throughout, exceptionally nice order. £435. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. (2533)

Austin Twenty Car Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (0924)

7-SEATER Limousines 1937/1939—also 28hp—details 7-plate. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (1805)

AUSTIN TWENTY-FOUR

£195—Austin Ranelagh 24hp long chassis 7-passenger, division, face forwards, black, side interior, above average condition, excellent runner, good tyres; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 6490. (2197)

AUSTIN 24, 7-seater Landaulette, 1936, two owners, in original condition throughout, excellent mechanical order, extras fitted; £650, delivered anywhere.—Kidney's Garage, Harberson Rd., Balham, S.W.12. Bal 2551. (2876)

AUSTIN A125 and A135

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin Sheerline, 5,000 miles, indistinguishable from new; £1,450; selection of 50 other guaranteed used cars. (2089)

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. (2089)

GORDON CARS (LONDON), Ltd., 1948 (August) Austin Princess saloon, indistinguishable from new. Below.

GORDON CARS (LONDON), Ltd., 1949 (Jan.) Austin G Sheerline saloon, grey, 8,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (2638)

1949 Austin A125 Sheerline saloon, black, 11,000 miles.—L. F. Dove, Ltd., 111-115, Addisoncombe Rd., Croydon. Addiscombe 3066. (2873)

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (0956)

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1.

235 gns.—1946 (first registered Sept. 1946) Austin 4-str tourist, good condition.—Autosnips, Balham High Rd., Balham 1509. (2995)

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax 4801-3. (0374)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0926)

C. G. NORMAN & Co.

AUTHORISED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St. Epsom 9400. (2523)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. (0941)

Austin Miscellaneous Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (1709)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. (2590)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (0812)

AUSTIN 8, 10, 12 and 16hp saloon, late models wanted urgently for cash.—Hawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. (0416)

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. (0513)

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. (3755)

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Baywater 0156-7-8. (1039)

Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. (0226)

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and spare parts for all models.—Sands, the Austin People, Burnham, Bucks 84. (0305)

BROCKHURST GARAGE—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0203)

AUSTIN 7 spares, any year, part, largest stockists in U.K.: exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. (0729)

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's Austin Seven specialists, John St., Sheffield. 2. Tel. 22876. (0285)

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St. S.W.19. Wim. 0123. (0542)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acree Lane S.W.2. Brixton 1155. (0184)

BENTLEY (3½ & 4½-litre)

H OWEN, Ltd.,

LONDON's leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

BENTLEY new 4-door special semi razor edged sports saloon, by Freestone & Webb. Ref. OW.805.

BENTLEY 1949 standard steel saloon, by Bentley Motors. Ref. H.4100.

BENTLEY 1939 4½-litre overdrive 4-door sports saloon, by Park Ward. Ref. H.3642.

BENTLEY 1936 4½-litre drop head coupe, by James Young. Ref. H.3395.

BENTLEY 1934 3½-litre 4-door saloon, by Hooper. Ref. H.4195.

All the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HOFFMANN'S of Halifax.

MEANS cars of distinction.

1947 Bentley Mark VI sports saloon, by James Young. Ref. H.2032.

1936 Bentley 4½-litre sports saloon, by Barker. Ref. H.377.

1935 Bentley 3½-litre sports saloon, by A. Mulliner. Ref. H.3035.

All the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.

PROUD members of the Swain Group.

OPEN 8 a.m. to 7 p.m. (week-days).

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 7581 (6 lines).

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley Stock List of used models on request to St. George St., Hanover Sq., London, W.1. (0067)

12-13 Tel. Mayfair 7444.

FOX.

MULLINER sports saloon specially designed with extra large luggage accommodation. For details of new Bentley cars for early delivery apply:—

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. (1448)

MANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mk. VI steel saloon; price £3,250. Berkeley St., W.1. Regent 2073. (2778)

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI Standard saloon, black with brown leather upholstery.

1947 Mark VI Standard saloon, black with beige leather upholstery.

1939 4½-litre with overdrive fitted special 4-door sports saloon by Rippin.

1936 4½-litre fitted with 4-door sports saloon by Rippin.

1934 green leather upholstery.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). (0900)

JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

MARK VI Bentley standard saloon, finished grey with blue leather upholstery, mileage 5,500, first registered May 1949.

MARK VI Bentley (first registered 1949) Park Ward power-operated coupe, 5,000 miles, 5,000 miles, first registered November 1947.

MARK VI Bentley standard saloon, finished black with brown leather upholstery, 35,000 miles, first registered April 1948.

MARK VI Bentley standard saloon, finished maroon with maroon upholstery, mileage 17,000, first registered March 1948.

MARK VI Bentley standard saloon, finished two shades of grey with blue leather upholstery, 35,000 miles, first registered November 1947.

A1-litre Bentley razor-edged sports saloon by Mann Egerton, finished black with blue leather, first registered Jan. 1950.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. (2687)

ACLAND & TABOR, Ltd., offer:—

1937 4½-litre pillarless saloon by Vanden Plas, overhauled and recollared, as new, black, brown leather; £1,625.

1937 4½-litre semi razor edged saloon, by Thrupp & Maberly, H.M.V. radio, black, brown leather; £1,650.

1936 3½-litre 2-door sedan, by Windover, overhauled, body renovated and passed by makers, black and green, brown leather; £1,350.

1935 3½-litre 2-door drop head coupe, by Thrupp & Maberly, grey, blue leather, new hood, etc.; £1,295.

1934 3½-litre 4-door Park Ward saloon, low mileage, black, blue leather; £250.

APPLY North Road Garage, Welwyn By-Pass. Tel. Welwyn 481. (2796)

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4½-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. 9 28 JD, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, 10, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1428)

WARWICK WRIGHT, Ltd., offer:—

1939 Bentley 4½-litre, overdrive, high vision sports saloon by H. J. Mulliner, black, blue-grey leather.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1837)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1937 Bentley 4½-litre Park Ward saloon, superbly maintained; £1,450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (2736)

MASCOT MOTORS, Ltd., offer the following:—

1937 4½-litre Bentley Park Ward fourseater drop head coupe, 57,000 miles, recent chassis overhaul by Bentley retailers, black with blue leather; £1,700.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (2838)

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 7581 (6 lines).

£985—1934 3½-litre Bentley sports saloon by Barker, grey with blue leather, taxed for year.—Working Motors (Maybury Hill), Ltd. Woking 1929. (1641)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)
CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—
1947 (Aug.) Bentley Mk. VI all-steel saloon, finished most attractively in black and grey with grey leather upholstery, 1 owner, 24,000 miles, recently passed by makers; £2,950.
 18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6.
 Riv. 1413. [1771]

1936 delivery 4½-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8). [1227]

1937 4½-litre Bentley drop head coupe by Park Ward, 57,000 miles, one titled owner, exceptional condition; £1,500. [1290]

OFFERED by Clarke's of Pribright, automobile engineers; officially appointed retailers and repairers of Bentley cars. Tel. Brookwood 2201-2-3. [1598]

4½-litre Bentley sports saloon by Park Ward, excellent condition, finished in black with brown leather upholstery; £1,500.

OFFERED by Clarke's of Pribright, Tel. Brookwood 2201-2. Officially appointed retailers and repairers of Rolls-Royce and Bentley cars. [12780]

OWNER desires to change 1935 3½-litre Bentley Park Ward sports saloon for similar chassis with open touring body; cash either way—Box 4313. [12970]

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [10904]

ROLLS-BENTLEY 1935 3½-litre 4-door saloon, taxed year, one owner, H.M.V. radio, excellent order throughout; £1,095—Frank Dale, 66, Prince's Gate Mews, S.W.7. Ken. 6860. [3031]

1935 3½ Bentley Park Ward saloon, black, brown leather upholstery, radio and heater, mileage 80,000, in first-class condition; £1,200—Magpie Farm, Baisall Common, Tel. Berkswell 2298. [1798]

1934/5 Bentley 3½-litre drop head coupe by Pearson and condition, new tyres all round, battery, colour green with green hide; price £925.

THE CRANLEIGH MOTOR CO., Ltd., Cranleigh, Surrey, Tel. Cranleigh 553,524. [2783]

3½ Bentley Windover sports saloon, black, blue leather, excellent condition, 63,000 miles; owner purchased Park VI; bargain at 1,000gns; exchange considered.—Peter Gold Blyth, Hill Close, Cobham, Surrey, Tel. 68. [2690]

FOURSOME 1935 3½-litre Park Ward 2-door Drop-head Coupe, leather, discs, lavishly equipped, delightful condition, carefully maintained, reasonable cost. Seen—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [2635]

4½-litre razor edged pilliarless sports 4-door saloon, by Freestone & Webb (June, 1937) black, grey hide upholstery, a most attractive car, in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Spe. 0011. [2817]

1949 (January) Bentley Mark VI standard saloon, one owner, chauffeur kept, 17,000 miles only, finished black with brown hide upholstery, an immaculate car; £3,750—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [5971]

CHEAPEST 1948 Mark VI Bentley offered—1948 (April) 3.5 saloon, one owner, passed by makers, still under their guarantee, maintained by them since new, fitted false mats and loose covers, H.M.V. radio, heater, etc., full history available; offered at bargain price of £2,350; part exchange considered in specimen condition and faultless in every way, moderate mileage—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. [1932]

BENTLEY (less than 3½ & 4½-litre)
SCUDDER & WALL—See our advertisement under "Sports Cars." [2160]

BENTLEY—Here's one of the finest in the country, really magnificent 4½-litre supercharged, specially fitted Lancelotti drop head 4-seater sportsman's coupe body, blue with grey hide interior, helmet cycle type mudguards, six new large-section tyres, chromiun radiator, Fram filter, P80 large chromiun head-lights, B. & D. shock absorbers, large luggage boot, Kikas, rear bumpers, revolution counter, 120mph. speedometer, clock, dual Berkshire wipers, petrol gauges, etc., signals, car modified entirely, irrespective of cost (engine overhauled last year costing £185), rewired throughout, recolloured, over 100mph top, 80 third gear (June, 1931), most attractive body; the whole in most amazing condition throughout; sacrifice reluctantly owing to special circumstances; £495; delivery anywhere.

REG TAYLOR'S, 51, Gt. Hampton St., Birmingham.
 Northern 4549. [2781]

Bentley Cars Wanted

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [10515]

C
THE CAR MART, Ltd., wish to purchase Bentley cars, 320 Euston Rd., N.W.1. Euston 1212. [10958]

J. MARSHALL.

WANTED, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. [4997]

ROWLAND SMITH's the Bentley buyers—Hamstead High St. (Hamstead Tube). Ham. 6041. [10927]

BARTLETT is most anxious to purchase 3½ and 4½ Bentleys.—27a, Pembridge Villas W.11. Baywater 3523. [10935]

Bentley Cars Wanted

CENTRAL GARAGE, CROYDON, are interested to receive details of Bentley cars for disposal.—Fell Rd., Croydon, Tel. Cro. 7464. [2743]

WE are interested to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Liv. 3363. [7458]

ADVERTISER wishes to purchase at a reasonable price, post-war Bentley, state condition, price first letter.—Brownhill, "Silverstone", St. Mellons, Mon. [2351]

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [10907]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [10613]

CHARLES FOLLETT, Ltd.—Officially appointed re-tailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores.—12, Wellesley Ave., W.6. Riv. 1413. [8363]

Bentley Spares and Service
JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

W. O. S. Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [10624]

W. W. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [10622]

CHARLES FOLLETT, Ltd.—Officially appointed re-tailers and repairers.

SHOWROOMS—18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE—12, Wellesley Ave., W.6. Riv. 1413. [8367]

375 gns.—B.M.W. type 319 1937, first registered 1938, £10 tax, 12000 miles, 12000—Taylor, 57, Elvaston Place, S.W.7. Western 0489 & 7002. [1582]

BRISTOL

A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

1948 Bristol saloon, 400/85A, black, one owner, always serviced by us, fully modified.

1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 3011. [5942]

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks. [10168]

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141.

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296]

CHARLES CRICKSHANK MOTORS, The Centre. Bristol, Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490]

SCOTLAND and Northern England, consult the enthusiasts, James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

BRISTOL, all models including type 401 4-seater on view, see Bristol type 400 saloon, used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839]

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcons Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613]

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 0638. [10458]

British Salmoons Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmoons cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [10245]

1938 B.S.A. 10 Scout coupe, one owner, guaranteed, £250.—Oldfield, 4, Russell Gardens, Mews, Kensington, Park 7780. [12758]

145 gns.—B.S.A. 1934 9hp Peerless foursome coupe, black, sliding head, red leather, preselector, fluid nywheel, good condition, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [2613]

B.S.A. Cars Wanted

ROWLAND SMITH's, the B.S.A. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [10928]

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [3135]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [10144]

BUGATTI

BARTLETT—Bugatti late series 57 saloon. £925; Bugatti famous 51 Grand Prix.—27a, Pembridge Villas W.11. [1832]

BUGATTI

1930 type 46 5-litre Weymann saloon, rewired this year, 7 spare wheels; £150.—Apply J. Giles, Stinchcombe Hill, Dursley, Glos. [1400]

BUGATTI Spares and Service
J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maids Vale 1351. [10071]

BUICK

1947 Buick Super sedanet, colour black, 17,000 miles, radio, heater, foglights, etc., in really first-class condition.

1947 Buick 51 Super saloon, colour black, 15,000 miles, radio, heater, foglights, etc., in excellent condition.

L. MARIE ST., London, W.1. Tel. Regent 7121 (3 lines). [2367]

CAR MART, Ltd.

BUICK 1936 Pullman 7-seater limousine, 6 months' guarantee; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2571]

CONTINENTAL Cars, Ltd.

1935 Buick Victoria saloon, 4-str. coupe; £165.

PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. [1382]

SIMPSON'S MOTORS offer:—

1937 Buick special foursome drop head coupe, immaculate; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3503. [1754]

1937 Buick saloon, blue/leather.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8898]

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour black, l.h.d., 23,000 miles, grey cloth upholstery, fitted with heater.

1947 Buick Roadmaster foursome coupe, electrically operated hood, windows and seat.

1948 Buick 51 super saloon, r.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858. [1590]

LI-MOUSINES, roomy 7/8-seater Buicks; from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1665]

1947 Buick Roadmaster saloon, first registered 1948, £10 tax, 11,000 miles.—Phone F. McMahon, Piccadilly Hotel, London, 17th May. [2026]

1940 Buick Viceroy saloon, condition and appearance consistent with low mileage, privately owned; £795.—Apply Holly Park Garage, Finchley, N.3. Finchley 8435. [1265]

BUICK Viceroy, 1937, 30hp saloon, completely reconditioned engine and suspension, brakes; offers.—Sibley's Garage (B'ham), Ltd., Baisall Heath, Birmingham, 12, Cal. 2945. [2428]

1939 Buick Alabamie "drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, Nr. Romey, Tel. Lockerley 312. [2404]

1947 (first regd. 1946 model) Buick Roadmaster saloon, £10 tax, 11,000 miles, 17,000 miles, an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [9570]

£1095—11—Exceptional 1940 Buick Pullman Double enclosed Pullman 8-str limousine, registered 1947, with magnificently kept black and chrome coachwork with interior furnishings of most luxurious quality; equipped with face forward occasional seats and winding division, and fitted with interior air conditioning both front and rear, synchromatic finger-tip controls mounted on steering column, and every conceivable refinement; mechanically this Buick is open to any inspection and trial, and is in the condition to give thousands of miles of magnificent service; guaranteed in writing.

C. BUZZARD, Beds., Tel. 2381 and 3115. 28 other limousines in stock, including several American models. Write for 16-page fully priced catalogue, sent post free on application. Hire purchase, part exchanges. Free delivery of any car anywhere in the United Kingdom. [2546]

LI-MOUSINE, 1937, Double Enclosed, 8-forward, radio, excellent condition, black. £795. Below

LI-MOUSINE, 1939, partitioned, 7-forward, black, £1,000, unexceptional condition, radio, privately owned, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [2536]

CASH immediately for good Buick—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2512]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0747]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3503. [7994]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House Alabamie St., London, W.1. Regent 7121. [10304]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [10141]

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Cadillac 60 special 4-door saloon, very low mileage, immaculate car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858. [1586]

1936 Cadillac limousine, privately owned, immaculate.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [14827]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC

CADILLAC 1939 black saloon, in exceptional condition in every respect, mileage 37,000; £700 or would take smaller car as part exchange.—Box 4319. [2978]

£525—June, 1939, Cadillac V.8 four-door d.h. engine, coupe, finished in black cellulose, with an abundance of chrome work and upholstered in plain unoleated natural hide, similar to road-class post-war models; equipped with bench-type front seat to accommodate 3 passengers, this coupe will seat five persons in comfort, with vast additional luggage space in the enormous rear boot. Being one of the last models manufactured prior to the war, many current model features are included such as synchromatic finer-tip steering column gear change, latest type 3-spoke ivory sprung steering wheel, push-button built-in Radiomobile, twin rear spot light panels. The performance of this car is literally magnificent, and it must be seen and driven to be really appreciated; equipped with 6 excellent tyres, it is probably one of the most attractive American drive heads on the road to-day, and is offered with a three months' comprehensive written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 guaranteed cars in stock. Write for our 18-page Stock List and special offer of full refund of extra petrol tax on six months' basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once; part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.—Sat. [2584]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0749]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac coupes.—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121. [0004]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012]

CHEVROLET

SIMPSON'S MOTORS offer:—
1946-7 Chevrolet Fleetmaster de luxe, 1 owner, immaculate; £950.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1755]

JOE THOMPSON (MOTORS), Ltd., offers:—
1948 Chevrolet Fleetline saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1587]

1947 Chevrolet Styleline saloon; £1,075.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1715]

CASS'S MOTOR MART—1938 Chevrolet saloon, immaculate, 44,000 miles; £425.—Showrooms, Buick House Albemarle St., London, W.1. Euston 3523. [8172]

1948 Chevrolet fixed head coupe, radio, heater, low mileage, beautiful condition; £1,475.—W. Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 2551. [1587]

1937 Chevrolet 30hp saloon, Bedford cord, very clean exterior and interior, taxed year, bargain; £375.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4615-6. [1242]

1941 (first reg. 1947, £10 tax) Chevrolet 2-door saloon, 14, drive, radio and heater; £695.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1725]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0749]

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1706]

Chevrolet Spares and Service

CHEVROLET spares and repairs; for private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1727]

CHRYSLER

DICKS CAR SALES offer:—
1947 Chrysler Windsor saloon, automatic drive, numerous extras, radio, heater etc., really as new; £1,650.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5938]

JOE THOMPSON (MOTORS), Ltd., offers:—
1947 Chrysler New York saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1587]

CHRYSLER 24hp 1938 4-seater drop head, new engine, very good condition.—Tel. Elmbridge 2050. [2350]

£350—Chrysler 4-door drop head coupe, overdrive, recollused.—Lawton-Goodman, 155, Crickwood Broadway, N.W.2. [1684]

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998]

ROWLAND SMITH'S, the Chrysler buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [1029]

LOW mileage Chrysler, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 13405. [1056]

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0752]

Chrysler Cars Wanted
7-SEATERS 1937/38/39 Royal-Wimbleton-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941. [1806]

Chrysler Spares and Service
CHRYSLER Specialists, repairs, spares, exchange engine service.—L. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361]

CITROEN

W HAROLD PERRY, Ltd., Invicta Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. [8934]

1946 Citroen Light 15, colour fawn, excellent motor car; £650.
W HAROLD PERRY, Ltd., Invicta Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. [8934]

DICKS CAR SALES offer:—
1939-40 Citroen 15hp saloon, very fine order, carefully used; £450.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [5935]

JOHN S. TRUSCOTT, Ltd., for really good Citroens.
TWO 1948 saloons ready for delivery; only first-class examples are offered; they have been thoroughly serviced and are available for immediate trial and examination; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 711, Westbourne Grove, W.11. Bays. 4274. [1746]

H W. MOTORS, Ltd., the Citroen specialists, offer:—
1940 6-cyl. grand luxe saloon, in superlative order throughout; 48,000 miles, 2,000 only since engine overhaul, black cellulose finish practically unscratched; superb brown Vaumol leather upholstery, carpets and head lining in beautiful condition, chromium plate as new extras include Blumel aprins steering wheel, large chrome plated 1948 1949 light and wheel discs; this magnificent car has been thoroughly checked by our works and represents a real opportunity at £690.

ANOTHER 6-cyl. saloon in process of overhaul and renovation.
1948 light 15 de luxe saloon, 15,000 miles, one owner, finished in black with brown leather upholstery, a carefully maintained car in practically new condition throughout; £875.

1946 light 15 de luxe saloon, 19,000 miles, one owner, finished in black with brown leather upholstery; this car has been exceptionally well cared for and will be available in approximately 10 days; £685. Write to us for details, or phone, write or call—the Citroen specialists.

H W. MOTORS, Ltd., Walton-on-Thames, 783 and 1437. [8696]

1936 Citroen 10 de luxe saloon, guaranteed; £165; 19,000 miles, 1st class mechanical order.
S.W.7. Fro. 1319. [2148]

1946 Citroen 15hp saloon, one owner, excellent condition throughout; 675.—Dobson's, Ltd., Staines, Middx. Tel. 801. [2728]

1946 15 saloon, one owner, indistinguishable from new, 12,000 miles; taxed; £695.—R. S. Meek, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2829]

1938 Citroen 13 saloon, taxed year, exceptional condition; £325; trade enquiries invited.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. Pla. 7345. [2778]

1938 Citroen 12hp saloon, moderate mileage, in excellent order throughout; £325.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [9653]

1949 Light 15 Citroen saloon de luxe, black, with fawn leather upholstery, faultless condition; reasonable offer.—Whitaker, Birchtree Court, Stockland Green, Kent. Speldhurst 87. [2910]

1947 registered 17th December 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles nearly new tyres; £750.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8161]

£185—Very attractive Citroen 12hp sports roadster, in order, 1938, in first-class mechanical order, having been maintained by previous owner regardless of expense; over £65 has recently been expended on the chassis, and total bills for approx. £50 covering work carried out during the past six months are available for inspection; this Citroen is very nicely finished in metallic grey, with contrasting red leather, resulting in a very attractive appearance; two brand new tyres have just been fitted, and the whole car is, in our opinion, in condition to give a really lasting term of service; in support of this opinion we offer it with our fully comprehensive written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115: over 400 guaranteed used cars in stock; write for our 18-page stock list, and our special offer of full refund of extra petrol tax on six months' basic ration; free delivery of any car, anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part exchange on any car; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Mon.—Sat. [2554]

Citroen Cars Wanted

THE CAR MART, Ltd., wish to purchase Citroen cars.—520, Euston Rd., N.W.1. Euston 1212. [0712]

C O. NORMAN & Co.,
CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6. [2429]

POST-WAR Citroen required, mileage, lowest price.—Box 4284. [2429]

ROWLAND SMITH'S, the Citroen buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [10930]

H W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. [4863]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—175, Westbourne Grove, W.11. Bays. 4274. [1125]

Citroen Cars Wanted
Citroen saloons these years required; please forward details to Harkiss Estates, Ltd., 12, Vaughan Gardens, Ilford, Essex. [1787]

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd. Stonebridge Park, N.W.10. Sugar 5588. (5 lines). [6774]

Citroen Spares and Service
SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187]

BRING your used cars to the Citroen specialists; we will recondition as new.
THE HEADINGLEY MOTOR & ENG. CO., Ltd. 8, Olney Rd., Leeds, Tel. 53287-8. Grams. Trumble. [1793]

WIDCOMBE GARAGES, Ltd., Putney Rd., Balh 4865.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923]

CITROEN specialists, breakdown service, exchange/repair box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974. [4370]

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning Citroen cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [0746]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bow Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668]

CROSSLEY

1934 Crossley 16hp sports saloon, one owner, low mileage, exceptional condition; £185.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 124. [2649]

DAIMLER

GUY SALMON AUTOMOBILES, Ltd., offer:—
1947 Daimler 2 1/2-litre saloon, 19,000 miles, one owner, immaculate; £1,195.

1940 Daimler Straight Eight sports saloon; this was first registered in 1948 and has since covered a total mileage of 5,000, list price in 1940 was £1,680; now offered at £1,155.

1939 (August) Daimler 24hp owner-driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition; 23,000 miles, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER
E.L.24 limousine, 1937 (June); Daimler 7-passenger double enclosed limousine, chauffeur's division, forward occasional, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [1915]

525 gns. saloon, duo grey, sliding head, blue leather, i.f.s., easy clean wheels, good tyres, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2951]

TANKARD & SMITH, Ltd., offer 1937 Daimler 15 fitted special semi-razor edged sports saloon by Mulliners of Birmingham, finished in black with beautiful brown hide upholstery, a really smart car in magnificent condition throughout, £465; three months' written guarantee; also 200 guaranteed cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [2376]

Daimler Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959]

CASH immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2524]

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933]

WANTED—Daimler limousine, 24hp. E.L. type, 1937-9, state details and price.—Apply Messrs. Finglands, Ltd., 213, Wilmslow Rd., Manchester 14. [1037]

LIMOUSINES Modern 24hp-32hp urgently required. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1807]

Daimler Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Presselector gear boxes; exchange repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236]

CROYDON—Donald Vince & Co., Ltd., Daimler and derminster Rd., Croydon 3775. [0666]

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied, H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [1045]

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874. [0688]

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
RAPID repairs and parts for Delahaye.

SOLE concessionaires for Great Britain, etc.
HEAD office, 82, Park St., W.1. [6493]

WE buy sell and repair Delahaye.—Marlborough Garage, Abbey Rd., St. John's Wood N.W.8. MAI, 0267. [1099]

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delahaye specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501]

Delahaye

BARTLETT—Delahaye 1000hp Coupe des Alpes sports saloon; £795.—27a, Pembridge Villas, W.11. [1833]

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaires for the famous Delahaye cars.
U.S.A. and other overseas enquiries invited.
HEAD Office: Regional House, 82, Park St., W.1. [2407]

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.
F. J. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0671. [0066]

DODGE

JOE THOMPSON (MOTORS), Ltd., offers:—
1947 Dodge saloon.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michlins). Ken. 1858. [1589]

1948 Dodge 4-door saloon, radio and heater, i.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1705]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Balham 2234. [0362]

FIAT

FIAT 1939 500 coupe, probably best available; £365.—27a, Pembridge Villas, W.11. [0931]

1940 Fiat 500 coupe, reconditioned, guaranteed.—Rushmer, Fiat Specialist, 39, Holland Park, W.11. Park 5731. [2852]

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242]

295 gns. grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2615]

1938 Fiat 500, completely overhauled, reconditioned engine (3,000), new battery and starter.—Tel. Flaxman 2131. [2683]

MAYFAIR GARAGES, Ltd., 1940 (reg. Oct. '45), 2nd series 1500 pillarless 4-door de luxe i.h. drive saloon, black and beige, fully equipped to manufacturer's specifications including heater, £1,000 recently spent on car in Italy; outstanding condition throughout, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd., have a choice of 15 Fiat including 1100's, 500's, with supercharged D.H.C., 4-seater saloon drop head coupes and fixed head coupes, all with 3 months' guarantee; send for list; particulars of hire purchase and copy of 'The Autocar' Road Test Report.

MAYFAIR GARAGES, Ltd., Fiat Sales and Repairs, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [2800]

£325 1—Fiat 500 4-seater cabriolet, 1939-40, a very neat compact little car, seating 4 in comfort, late owner claims petrol consumption exceeding 50 mpg, finished in duo cellulose, with clean leather interior, in every way an attractive highly efficient and economical car.—See below.

£295 1—Fiat 1100 4-door pillarless saloon de luxe, 1938, attractively finished in metallic grey and black, with spotless leather upholstery; this model is even more desirable to day owing to its extremely low running cost, coupled with a very pleasing and satisfying performance with full complement of passengers; several special optional features, together with our comprehensive written guarantee makes this Fiat a really attractive offer at the price.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 3351 and 3115. Over 400 fully guaranteed used cars in stock; write for our 18-page stock list, and special offer of full refund of extra petrol tax on 6 months' basic ration; free delivery of any car anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part exchange on any car; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [2562]

Fiat Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960]

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933]

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2524]

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridge's), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448]

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 5712. [0136]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909]

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing models.—Derrington, 159, London Rd., Kingston 5621-2. [7383]

B.D.J. offer: a complete service for your Fiat 500, including re-spraying, re-trimming and a 24-hour exchange engine service, including smashed engines, from £37/10 plus 10p per engine for sale, used £50, reconditioned £77/10.—B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. One minute Harrow Metropolitan. Temporary. Tel. Byrd 1818. [0570]

FORD (8 h.p.)

C
AR MART, Ltd.
FORD 8hp saloon 1948/9 new type, 2,000 miles; £635.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2572]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 1031 for details.

W
HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.
1949 Ford Anglia, black, red, 4,000 miles.
1949 Ford Anglia, black, red, 7,000 miles.
1949 Ford Anglia, beige, red, 13,000 miles.
1948 Ford Anglia, black, brown, 7,000 miles.
1947 Ford Anglia, black, red, 8,500 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Midx. Perivale 3388 and 8 & 12, Sangley Rd., Calford, S.E.8. Rither Green 4821. [2589]

1949 Ford Anglia, 4,000 miles, as new throughout; £365.
BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2362. [2766]

£285—1939 (June) Ford 8, full de luxe model.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [5035]

£185—1937 Ford 8 de luxe saloon, black, red interior, exceptionally clean, good runner, good tyres; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. [2168]

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [8154]

1937 Ford 8 green saloon, original cellulose, reconditioned engine, taxed, reliable: 235 gns.—Baker, Fairlands 7956. [2342]

1938 Ford 8hp 2-door saloon, black with red rexine, 5,000 miles since reconditioned engine fitted; £285.
G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2656]

1949 Ford Anglia, low mileage; trade enquiries invited; £465.—Alley & Bernard, Ltd., 372, Kings Rd., S.W.3. Pta. 7345. [1276]

1946 (April) Anglia, black, one owner; terms can be arranged; £395.—Dunn, 11-14, Ivor St., Camden Town, N.W.1. Gul. 1763. [2438]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Lancham 1594-5.—1946/8 Ford Anglia saloon, low mileage, all guaranteed; also earlier models. [1587]

ROSE & YOUNG, Ltd., offer 1949 Ford Anglia saloon, 6,000 miles; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [0916]

1948 Ford Anglia saloon, low mileage, in very good condition throughout; £495; 1940 Ford Anglia saloon, very clean bodywork, excellent mechanical condition; £335.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [8142]

1938 (October) Ford 8 saloon de luxe, completely reupholstered in leather, recellulosed, excellent; £295.—Selhurst Fiat Garages, 44/46, Prince Rd., Selhurst, S.E.25. Ltr. 3144. [2714]

1938 m.p.s., brakes, steering, etc., mechanically perfect, engineer maintained, body immaculate; £240.—18, Cleveleys Rd., Southampton. [2917]

1938-9 Ford 8 black saloon, reconditioned engine, Ford 8 recently fitted, clean inside and out, £245 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [7409]

NAYLOR & ROOT, Ltd., 1947 Ford Anglia saloon, black, red upholstery, immaculate condition throughout, £445; three months' guarantee; choice of 250 quality cars, delivery within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [1691]

Ford Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. [0713]

GATEHOUSE MOTORS are regular buyers of good clean Ford 8 cars.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1594]

POST-WAR FORD 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0943]

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0933]

CASH buyers of low mileage Ford 8s; distance no object.—Huttons, Lord St., Southampton. Tel. 2265. [0769]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0909]

FORD 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3556/7. [1348]

1937-1949 Ford 8 saloons urgently required, £100.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2322 and 0464. [2124]

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [3134]

FORD (10 h.p.)

C
AR MART, Ltd.
FORD Prefect 1949, new type, 2,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2573]

NEWNHAMS, Ltd.
1948 Ford Prefect saloon, black with brown leather, carefully used.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1583]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 1031 for details.

W
HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100]

C. P. (BALHAM), Ltd., offer:—
295 gns.—1939 Ford 10 Prefect saloon, leather upholstery, excellent condition, any trial; also 1940 Prefect as above, choice of three.
P. BALHAM, Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2473]

H. A. SAUNDERS, Ltd., offer:—
1947 Ford 10hp Prefect saloon, black, green leather, 9,000 miles; £595.
1948 Ford 10hp Prefect saloon, black/red leather, 6,000 miles; £635.
1949 Ford 10hp Prefect saloon (new type), black/red leather, 5,000 miles; £735.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hildesley 1024. [1639]

1946 (July) Ford Prefect saloon, black, exceptionally well kept car, 25,000 miles; £490.
W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [2809]

1937 Ford 10, taxed, exceptional condition, accessories; £215; exchange 8hp.—25, Gaskarth Rd., S.W.12. [2863]

1936 Ford 10 saloon, very good condition; £180.—Taylor, 37, Elvaston Place, S.W.7. West 2049-5 & 7002. [3005]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Lancham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)
DAGENHAM MOTORS, Ltd., Ford main Dealers.

1949 (new type) Ford Prefect, beige, red hide, 1,500 miles only. [12656]

1949 (new type) Ford Prefect, beige, red hide, 8,500 miles. [12776]

1948 Ford Prefect, black, green hide, 12,000 miles. [12776]

1948 Ford Prefect, green, cloth, 15,000 miles. [12776]

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alpertown, Middx. Perivale 3388 and 8 & 12, Bangley Rd., Catford, S.E.6. Hither Green 4821. [2590]

1947 Ford 10 Prefect saloon, black fawn interior, reconditioned engine just fitted, licensed December. 1950. £589.—Robbins. East Putney. Tel. [2084]

1939 Ford 10 Prefect saloon, one owner, reconditioned engine, recollused; taxed December; taking delivery new car; 3000gns.—Tel. Rickmansworth 3566. [2918]

1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £585.—Wembley Court Motors, High Rd., Wembley. Arnold 521-2. [8155]

1948 (June) Ford Prefect saloon, black, cloth upholstery, loose covers, fitted heater, Blumel steering wheel, one owner, small true mileage, carefully used, in exceptional condition. £610. [2917]

TANNER BROS., 871/875, Fulham Rd., S.W.6. Ren. 4494. [2527]

1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5051-2. [18924]

1948 Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door, cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon, 2-door, leather upholstery. [2917]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6969]

EVANS (WIMBLEDON), Ltd., offer: 1948 Ford Prefect saloon, fitted H.M.V. radio, heater, heater, exterior mirror, colour glass, also leather interior, specimen car; £655.—Alexandra Rd., Wimbledon 0163-4. [2995]

£325 cash or £100 deposit, 1939 Ford 10 Prefect saloon, clean, black cellulose with leather upholstery, excellent appearance and performance; also 1937 model Ford 10 at £215 cash, or £65 deposit; terms quickly arranged; open 9-5 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605. [2681]

Ford Ten Cars Wanted
I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2333]

ROWLAND SMITH'S, the Ford 10 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0935]

MARSTON MOTOR CO. Ltd. for your Ford 10. Tel. 8000. Seven Sisters Rd., Tottenham, N.15. [2995]

CASH buyers of low mileage Ford 10s; distance no object.—Hartons, Lord St., Southampton. Tel. 2268. [0935]

1949 Ford 10 Prefect saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [2409]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

FORD 10s wanted for cash, immediately.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5356-7. [1349]

WANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3635 and 3594. [1861]

RAYMOND the hire-purchase specialists, are still buying Ford 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.5. Malda Vale 6034 (10 lines). [5660]

FORD (V.8)
DICKS CAR SALES OFFER.—

1939 Ford 22hp saloon, definitely unmarked; £345. [2917]

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.5. Malda Vale 6888-9. [8127]

SIMPSON'S MOTORS OFFER.—

1939 Ford 22hp, exceptional car; £315. [2917]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [1753]

1949 American Ford V.8 convertible, power-operated hood, 5,000 miles, superb car; 2,000gns.—Crawley, Western 6015. [2998]

1938 22hp Ford V.8, late property of Lieut.-genl., only 28,000 miles, engine reconditioned, new tyres, excellent condition. £325. [1780]

THE FORGE GARAGE (PETERHAM), Ltd., 192, Peterham Rd., Peterham, Surrey, Richmond 1954. [2998]

325 gns.—Ford V.8 1939 22hp 4-door saloon, chrome trim, blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below. [1780]

195 gns.—Ford V.8 1937 model 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [2616]

FORD Mercury, first registered 1948, green, cloth, first-class condition; £675.—Bargate Developments, Co., 2, Bargate, Southampton. Tel. 3220. [2998]

DROP head coupe V.8 3-seater and dickey, l.h.d., registered 1958, excellent mechanical condition and really nice body; £225.—Richmond 5861. [3056]

1949 (May) Ford Pilot saloon, blue, leather radio, heater, 11,000 miles, specimen condition, supplied new and serviced by us; £1,025. Also [2998]

1948 (Oct.) Ford Pilot saloon, blue, 8,000 miles, genuinely like new; £950; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bays. 4274. [1747]

1949 (May) Ford Pilot, special finish in metallic bronze with leather upholstery, radio and heater, 5,000 miles, company director's car, price £965.—G. HARPER, London Rd., Sevenage. Tel. 81 and G. 600. [2908]

FORD (V.8)
1949 (April) Ford Pilot saloon, 6,000 miles only, spare unradio, finished black, leather upholstery, built-in radio, heater, as new; trade enquiries welcomed. [2074]

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tel. 2301-2. [2074]

£175—1956 (October) Ford V.8 30hp 4-door saloon, in very exceptional condition, new tyres, complete basic radio.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [1201]

1949 (April) Ford Pilot, green, brown leather upholstery, radio, heater, 11,000 miles, as new; £975.—Lindley's Service Station, Piccotts End, Hemel Hempstead, Herts. Buxmore 299. [2706]

£435—1939-40 Ford V.8 30hp de luxe saloon, leather, mechanically perfect; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [1946]

1937 Ford V.8 saloon, 22hp engine reconditioned, 5,000 miles, dark grey, excellent condition throughout; £300.—Hire purchase and exchanges arranged; Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frohisher 0063, 0029. [2494]

Ford V.8 Cars Wanted
C THE CAR MART, Ltd., wish to purchase Ford Pilot cars.—320, Euston Rd., N.W.1. Euston 1212. [0714]

ROWLAND SMITH'S, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0935]

1949 Ford V.8 Pilot saloon wanted.—Autowork, Ltd., Winchester. Tel. Winchester 4835. [2405]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.1. Bays. 4274. [1752]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156]

UTILITY-FORD OR OTHER BODIES
ROUNDABOUT offer:—

FORD V.8 30hp utility, this car has been completely rebuilt on a 1937 chassis, it has a manufacturer's new engine, gear box, etc., and also new suspension, a new body with a seating capacity for 8 people; this vehicle must be seen to be believed. £750. [1869]

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2648]

1937 V.8 30hp Ford 8-seater utility, one owner; GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1674]

£275—1939 Ford 8hp Utility, recent new engine, good sound job.—Traynor Motors, East Ham, Tel. Gra. 2530. [2691]

FIRST registered 1947 Ford Mercury utility, exceptionally good condition; £595.—Jacquier, Ltd., 225-7, Hammerstan Rd., W.6. Riverside 6677-8. [1909]

1949 (April) Ford 8hp Martin Walter conversion, black, beige, folding front seats, other extras, owner abroad, licensed, insured; £525, or offer.—Uplands 035. [0780]

£395—Ford 10hp Prefect utility, beautiful body-work, whole vehicle outstanding condition, genuine wood body finished in cream and brown, magnificent throughout; written mechanical guarantee, hire purchase, exchanges. [13020]

LAMBS of Wood Green, Caxton Rd., N.22. Boves Park 4144. [13020]

FORD V.8 Mercury 6-8-seater shooting brake, bid's eye maple wood body, sliding and winding safety glass windows all round, steering wheel gear change, hydraulic brakes, Dunlop upholstery, 18mpg. £10, reconditioned ex-W.D.; from £355. [2998]

MATHEW BROTHERS, Matbro Works, Sandy Lane, North, Wallington, Surrey. "Grams" Matbro. Tel. Wallington 4050. [1411]

1938 Ford V.8 model 81A utility, Dagenham body, fawn bonnet, and wings, one titled owner, completely reconditioned mechanically, appearance quite outstanding in every detail; £625; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bays. 4274. [1748]

Ford Utility Cars Wanted
FORD 8 and 10hp utilities wanted from 1936 onwards. [5237]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237]

ROWLAND SMITH'S, the Ford utility buyers.—Hamstead High St. (Hamstead Tube), Hamstead 6041. [0937]

FORD MISCELLANEOUS
GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open.

A SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209]

FORD saloon, 14.9, 18,000 miles, owner-driver, coachwork, engine, upholstery, excellent condition, fully licensed, petrol.—Owen, Paddock, Barb, [2899]

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378]

Ford Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0938]

C THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3435. [0061]

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballard Lane, North Finchley, N.13. Tel. Hillside 4444. [2908]

Ford Miscellaneous Cars Wanted
CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2514]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford, Wembley 3903. [1799]

BARTISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1714]

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4113. [12459]

LUTON MOTOR CO. Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [10042]

Ford Spares and Service
NORMAND, Ltd.,

MODERN equipment handled by a skilled staff ensures good service. [10393]

NORMAND, Ltd., 405-9, King St., W.6 Riv 3665. [10229]

INSBURY and Islington

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357]

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18. [10310]

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

POTNEY 6451 (4 lines). [10314]

FORD Ford mudguards, running boards, 1935-46, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [10310]

FRANK G. QATES, Ltd., High Rd., Woodford Green, Tel. Wanstead 2233. Main Ford dealers; service and all spares. [09093]

ALDARDS MOTORS, Ltd., 45-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [10310]

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs, all models.—Cranhurst Garage, Ltd., Station Parade, Cuckfield, N.W.2. Gladstone 0570. [0281]

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Frazer Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0939]

FRAZER NASH-B.M.W.
A.F.N., Ltd.,

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321. [10310]

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London, Rd. Isleworth, Hounslow 0011. [4684]

1939 (June) Frazer Nash-B.M.W. 327/9 fixed head four-door coupe, 3-carburettor high-efficiency engine; maximum speed up to 55 m.p.h.; beautiful lines, magnificent condition, many extras including radio, always works; locked for sale or exchange, with cash, for Bristol, Mr. V. Bentley or Mr. V. Jaguar.—"Greenways," Lockerley, Nr. Romsay, Hants. Tel. Lockerley 312. [2405]

SCARCE model, 1938 (July) Frazer Nash-B.M.W. 327/9 model 329 sports 2-seater, luxuriously equipped independent front suspension, recessed spare wheel mount, with metal wheel cover, disappearing hood, excellent all-weather equipment, tele-controls, large dial speedo, and rev counter, Tappet meter, vacuum-assist. brake, and Butler's pump lamps, finished most attractive shade of blue with red leather upholstery, an immaculate and written guarantee; price £1,917/8/4. [2502]

H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2502]

Frazer Nash-B.M.W. Cars Wanted
BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembroke Villas, W.11. [1068]

CASH immediately for good B.M.W.—H. F. Edwards, 29, Upper St., Epsom 9400. [12529]

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [09340]

HEALEY
BROOKLANDS,

HEALEY distributors for London.

EARLY delivery of new Silverstone 2-seater; price £1,246 11/8. [2917]

ALSO special drop head 4-seater coupe by Abbots of Peterham, delivery in 2 months; price £1,917/8/4. [2917]

103 New Bond St., W.1. Tel. Mayfair 8351. [2789]

1947 Healey open 2/4-seater Mille Miglia, genuine 100 mph machine, 18,000 miles.—Offers to Gaze, Kingston 1144. [12517]

1947 Healey Elliott 2-door sports saloon, fitted 2,000 miles ago with B-type (1949) chassis, exceptional condition; £1,265.—Crawley, Western 6015. [3000]

£1300 (Nov., 1947) Healey B-type standard metallic grey, special maroon upholstery, fitted heater and demister, immaculate.—Major Mackay, The Holt, Portsmouth Rd., Camberley, Surrey. [2881]

Healey Cars Wanted
HEALEY roadster in good condition for immediate cash.—Box 4208. [2309]

BARTLETT—Healey saloon or tourer wanted.—27a, Pembroke Villas, W.11. [3798]

HILLMAN 10
BASIL ROY,

1948 (October) Hillman Minx drop head coupe, Phase II, mileage 5,300, one owner, as new; £775.—161 Great Portland St., W.1. Langham 7753. [1960]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CAR MART, Ltd.

HILLMAN 10
HILLMAN Minx Magnificent 1949, 3,000 miles; £895.
HILLMAN Minx Phase II 1948 coupe, 11,000 miles, £755.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2574]

RIPCO, Ltd., offer:—

1949 Hillman Minx Phase III saloon, 4,000 miles, new condition; £865.
RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [2500]

G. P. (BALHAM), Ltd., offer:—

150 gns.—1935 (model) Hillman Minx sports 2-seater, streamlined type, excellent condition; a bargain.
G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2474]

A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, 11,000 miles; £865.
1949 Hillman Minx Magnificent, 4,000 miles; £885.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [1636]

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, H.M.V. radio, mileage 8,000, black—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [2491]

GLANFIELD LAWRENCE offers:—

1946 Hillman drop head coupe, black, very nice condition throughout; £575.
1939 Hillman 10 saloon; £375.—407, High Rd., N.12, Finchley 0091. [2666]

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1838]

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, excellent condition throughout, £600; also 1946 Hillman Minx saloon de luxe, £555.—Fortune Green Rd., N.W.6. Ham 2211. [1494]

DAGENHAM MOTORS, Ltd., offer the following car:—

1948 Hillman Minx Phase II d.h. coupe, grey, blue hide, 5,200 miles, excellent condition; a bargain.
Park Lane, W.1. Regent 4666. [2591]

1938 Hillman Minx saloon, nice condition throughout, taxed; £285.

COLES GARAGES, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [2694]

1940 Hillman 10 tourer, good condition; £350.—Prospect 1977, after 7 p.m. [2738]

1948 Hillman Minx saloon, Phase II, speed 14,000, grey, excellent condition.—Below.

1946 Hillman Minx saloon, black, reconditioned engine, 6,000 miles, all leather upholstery; recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [2764]

ESTATE car, 1948 (June) Hillman Minx Phase II grey, 12,000 miles by one careful owner; £699.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 6401. [3118]

HILLMAN 1939 10hp drop head, very exceptional condition; £395.—27a, Pembroke Villas, W.11 19932

1947 Hillman Minx saloon de luxe, black, fawn interior, 15,000 miles, full petrol, good tyres.

WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. [2769]

1949 Phase III, choice of two; £855.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [2828]

1939 Hillman Minx, very good condition.—Herbert & Co., 75, Gt. Portland St., W.1. [5954]

9000 miles, drop head foursome coupe Hillman 10hp, superbly smart in grey with blue interior, 1948; £775.

WADCOL MOTORS, 150, West End Lane N.W.6. Hampstead 1177. [2386]

1935 Hillman Minx saloon, perfect little runner, very sound; £145.—Taylor, 37, Elvaston Place, S.W.7. Western 9489 & 7002. [3004]

1947 (July) Hillman Minx sunshade saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14 Brook Mews, W.1. Mayfair 4433. [5454]

1937 Hillman Minx saloon, black, very sound order; £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2688]

1938 Hillman 10 saloon, black; £295.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2080]

1939 Hillman Minx saloon, black; £395; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3044]

£365.—Hillman 10 1939 4-dr. sln., leather interior, sliding roof, exceptional condition throughout, choice of three; many others.

BENNETT MOTORS, 1, Clarence Road, Holland Park, Park 5066-7, Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [2375]

1949 (April) Hillman Minx phase III saloon, 8,000 miles only, spare unused, finished black, as new throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., M.E. Finchley Station, N.2. Tudor 2301-2. [1848]

1938 Hillman 10 saloon, green; £275.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2079]

10hp Hillman saloon, first registered 5/11/45, black, any trial; best offer over £400.—W. F. Baker, Ltd., Premier Works, High Wycombe. Tel. 295. [2425]

1948 Hillman Minx saloon Phase II black and brown, mileage 14,700, faultless condition, taxed; £675.—Metro Motors, Rickmansworth 2064. [3053]

1949 Hillman Minx saloon, black, 5,000 miles, indistinguishable from new.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557-6970. 11767
£435.—Hillman Minx de luxe saloon, black, genuine 30,000 miles, less up 4 years, outstanding condition.—Robbins, East Putney, Tel. 4581. [2965]

1947 Hillman Minx drop head coupe, 16,000 miles, grey, blue leather upholstery, radio, one owner, perfect condition.—D. Elliott, 89, St. John St., E.C.1. [2853]

1949 Hillman Minx Phase III, saloon, black/red tailored loose covers fitted, as new; £275.—L. F. Dove, Ltd., Mid-Surrey Used Car Centre, Guildford Rd., Woking 1282. [2369]

310 gns.—1939 Hillman 10hp drop head coupe, fawn, blue leather, recently overhauled; £110 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [2730]

1947 (April) Hillman Minx drop head coupe, black with brown leather upholstery, low mileage; £625; exchanges.—Arnold Webb Motors, Ltd., 338-340 High Rd., Ilford. Tel. Ilford 3151. [2449]

595 gns.—Hillman Minx (April 1947) 10hp 4-door saloon, blue, sliding head, one owner, small mileage, carefully used, exceptional condition; terms.

265 gns.—Hillman Minx 1939 model 10hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2617]

1939 Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3050]

1949 Phase III Minx saloon, green/beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Colders Green Rd., N.W.11. Speedwell 0011. [2813]

1947 (June) Hillman Minx de luxe saloon, grey, interior blue, as new, one owner, 18,000 miles, taxed; £575; terms, exchanges.—Tel. Amherst 2000. Turner 99, Clarence Rd., London, E.5. [3065]

1949 Mark III Minx saloon, 6,000 miles, taxed Dec., radio, Regency covers, dual coolers, costing £45, petrol from Apr. 1st; £888; close offer considered.—Alderson, Manor Cottage, South Moreton, Didcot. Tel. 3512. [2887]

1947 (August) Hillman 10 sunshade saloon, black, immaculate (25,000 miles), many extras including wireless, heating, oil coil, covers, 1950 wheel discs, taxed; £650.—Biggs, Royal Marine Hotel, Silver St., Taunton, Som. [2807]

NAYLOR & ROOFT, Ltd., 1949 Hillman Minx Phase II saloon, blue, 2,000 miles only, unblemished and as new throughout, £875; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bait. 5272. Open 6 each weekday including Saturday. [1692]

HYTHE (Kent).—1946 (May) Hillman Minx de luxe saloon, black and chromium, brown leather, absolutely immaculate appearance, one private ownership, thoroughly recommended; offered with written guarantee at attractive price; exchanges; terms.—H. F. Edwards, Swains Garage, Seabrook Rd., Hythe, Kent. Hythe 67311. [2506]

1945 Hillman Minx, must be sold immediately to highest bidder, owner taken delivery of new car, in excellent condition throughout, top-overhauled and new battery fitted last autumn, tyres very good, two almost new, complete set of road springs and brake linings fitted Feb. 1950.—Apply to Bray Garage, Bray, Maidenhead, where car is on view. [2425]

HILLMAN 14
HILLMAN 14, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [9114]

1938 Hillman 14, very good condition; £355.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. [2153]

1940 Hillman 14 saloon, reconditioned, perfect, guaranteed; £450; pavements.—Vaughan 17, Astwood Mews, S.W.7. Fro. 1519. [2146]

£350.—1938 Hillman 14 de luxe saloon, black, green hide interior, excellent condition, clean throughout, good tyres, excellent runner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2981]

HILLMAN 16
FOR sale, useful family car, Hillman 15.9 tourer, 1934, 44,000 miles; £220; one owner driver, excellent condition.—Apply Crookham Hill, Kent. Tel. 211. [2434]

HILLMAN 21
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. [9114]

OFFER the following:—

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 3288. [4825]

HILLMAN Hawk 1931, 1937, condition excellent, only two owners.—Tel. Chalfont-St. Giles 14. [2994]

LI-MOUSINE 1938 Deluxe Coachwork, partition, widest L forward occasional, leather throughout, black, exceptional. £745. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [2538]

HILLMAN MISCELLANEOUS
TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Plaza 4801-3.

Hillman Cars Wanted
C THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962]

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple [0089]

Hillman Cars Wanted

R ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [2518]

R ROOTES, Ltd.,

D DISTRIBUTORS,

R REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

M ANCHESTER.—129, Deansgate. (Blackfriars 6677)

M MAIDSTONE.—(Maidstone 3333.)

C ANTERBURY.—(Canterbury 3252.)

R ROCHESTER.—(Chatham 2231.)

W WROTHAM Heath.—(Borough Green 4.)

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108]

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2334]

U RENTALLY required, good Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Lancham 0012. [2518]

CASH buyers of low mileage Hillman Minxes. Distance no object.—Hattons, Lord St., Southampton, Tel. 2268. [0798]

B BRITISH & COLONIAL MOTORS, Ltd., require good service Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1718]

C CHARLES RICKARDS, Ltd., wish to purchase good service Hillman cars.—56, Bayswater Rd., W.2. Faddington 1820. [2391]

A LBONS, of Barking, purchase for cash post-war Tel. Rippleway 1285. [0448]

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128]

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0558]

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0227]

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboiling and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.5. Rensown 1185. [0387]

FOR Hillman 1936-46 mudguards, running boards, Brooks, 85, Queens Rd., Brighton. [0676]

CARRIS, MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720]

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon, Addiscombe 1185. [0547]

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes, all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3543. [9952]

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [3892]

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1949 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner, recently passed by the Manufacturers' Association, 1,000, mileage 11,000, with cloth upholstery; in first-class condition throughout.

1934 3½-litre Hotchkiss 4-door 5-seater saloon, finished in cream with velvet upholstery; 33,000 miles only; in very good mechanical condition.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605]

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]

H.R.G.

HAROLD RADFORD & Co., Ltd., offer:—

NEW and unused H.R.G. cars available for immediate delivery.

1947 H.R.G. Aerodynamic sports 2-seater with 1948 modifications, 17,000 miles, unused since being passed out of the manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009]

PERFORMANCE CARS have always a good H.R.G. selection; see under sports cars.

H.R.G. 1948 1,500cc 2-seater sports, blue with blue upholstery, 16,000 miles, engine still under extended guarantee; £725.—Apply E. Holmes & Co., Castle Douglas, Kirkcubright 6642, 5 lines. [2782]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HUDSON**
A-ONE MOTORS (LONDON), Ltd., offer:—
1938-9 Hudson 8 drop head foursome coupe. Salmon Tickford; £365.
1941 Hudson Country Club 6-seater. steering column gear change. magnificent car. very good condition. £365.
 Tel. Vic. 8285.
11776
HUDSON 21hp saloon, 1937, two owners, 35,000 miles only, regularly serviced by makers, as new throughout; £450.
SOUTH WESTERN GARAGE, Station Yard, New Malden, Tel. Malden 1212. (2805)
1946 (reg.) Hudson straight 8 country club 6-seater saloon, black/brown leather, superb condition; £475.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kln. 2241. (2657)
HUDSON 29hp d/h. coupe, body by Salmons, first reg. aft. May, 1939, extremely attractive car in exceptional condition throughout; £350.
IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. (2448)
1937 Terraplane drop head foursome coupe, guaranteed, 22hp—Olefin 4, Russell Garages, Kensington, Park 7780. (2755)
CASS'S MOTOR MART—1934 Hudson 8 saloon, black just overhauled by makers written guarantee—5, Warren St., W.1. Euston 1110 (8173)
1938 (March) Hudson 17hp saloon, in most attractive condition; £365.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kings- 1185. (3011)
£395—Hudson 17 saloon, leather upholstery, immaculate maroon finish, steering wheel gear. Includes 2 spot lamps, twin wind horns; to see this car is to buy at bargain; £245.
HUDSON Terraplane drop head coupe, 22hp (registered 1935), attractively finished in cream, body work excellent, engine and chassis 100% condition, includes 2 spot lamps, twin wind horns; to see this car is to buy at bargain; £245.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Midway 3779. (1655)
17hp Terraplane saloon, choice of two, 1937 and 1938, both these cars in specimen order and barely distinguishable from new; both have been privately owned and should attract fastidious hire service purchasers. Closest examination invited; terms, exchange; 3 months' guarantee.—Chain Garages, Ltd., Hansel Lane, Ealing, W.5. Perivale 4404. (3040)
Hudson Cars Wanted
CASH immediately for good Hudson.—H. F. Edwards, 23, Upper High St., Epsom 9400. (2526)
Hudson Spares and Service
SPINKINS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number—53-101, Heath Rd., Twickenham, Tel. Pops Grove 1035-6-7. Telegrams, Spinkins Twickenham. (0568)
CAR MART, Ltd.
HUMBER
HUMBER Super Snipe 18 1948 saloon, radio, heater, 6 gears; guarantee; £355.
HUMBER Super Snipe 1948 saloon, new type, radio, heater, 5,000 miles; £1,595.
HUMBER Super Snipe 1947 saloon, 13,000 miles; £1,295.
HUMBER Pullman 1948 7-seater limousine, 19,000 miles; £1,295.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (2575)
COACHCRAFT offer:—
£195 or nearest.—1945 (July) Humber Snipe utility brake, £12/10 tax per annum, 2 owners only; this vehicle is in excellent order throughout and is fitted with the manufacturers' spacious 4-door brake body with drop tail-board, nearly new tyres, taxed and ready for immediate service without additional outlay; A.A. or R.A.C. examination invited; terms or exchange.
COACHCRAFT, Elm Rd., Evesham, Tel. 6539. (2739)
DICKS CAR SALES offer:—
1939 Humber Super Snipe radiator-edge saloon, as new; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6886-9. (4235)
WIMBUSH for good Humbers.
1948 (April) Humber Hawk saloon, colour black, 11,000 miles one careful owner; extras include radio heater and Humber's taxed year; £925.
1948 (July) Humber Hawk similar to above, 14,000 miles; £965.
1947 Humber Hawk, black, one owner car, 15,000 miles; £900.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, R. S.W.5. Fremantle 8401. (8512)
TOM GARNER, Ltd., offer:—
1949 Humber Super Snipe saloon, black with fawn leather, radio, heater, etc., 6,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. (2397)
ROSE & YOUNG, Ltd., offer
LATE 1947 Humber Hawk saloon, metallic grey, grey leather, very careful owner, sound car; £795.
65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (2775)
CLANFIELD LAWRENCE offer:—
1939 Humber Imperial, 1949 condition; £675.—407, High Rd., N.12. Finchley 0091. (9187)
GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 Humber Snipe, genuine 4,000 miles, H.M.V. radio; £1,450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (2734)
THE Humber Specialists for all spares. See advert. under parts and accessories. (8847)
HUMBER Super Snipe, l.h. coupe, first reg. 1948, o.s. tyres, any trial; £350, near offer.—Tel. Leigh-on-Sea 74206. (3059)
WARWICK WRIGHT, Ltd., offer:—
1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, radio, heater, 9,000 miles; £1,575.
1949 Humber Super Snipe 27hp saloon, silver green, buff leather, 8,000 miles; £1,550.
1949 Humber Super Snipe 27hp saloon, black, beige leather, 12,000 miles; £1,495.
1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.
1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 14,000 miles; £1,095.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1260)
£695—1938 27hp 7-seater Pullman limousine.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. (1683)
1949 Humber Super Snipe, black, 3,000 miles only, heater, radio, perfect condition.—Lee & Trigg, Ltd., Esher 1234. (2865)
1949 Humber Super Snipe saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1722)
1949 (April) Humber Hawk Mark III saloon, radio, numerous extras, mileage 7,000.—Edmonds, The Moorings, Ilkley, Yorks. Tel. 36. (2856)
1936 Humber 12 drop head coupe, recellulosed, nice order; £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (1000)
1949 Humber Super Snipe saloon, radio, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (1721)
GORDON CARS (LONDON), Ltd., 1949 Humber 27hp saloon, green/brown leather, 14,000 miles.—Gordon House, 573, Euston Rd., N.W.1. Euston 681. (2614)
1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate; low mileage; £1,475.—Odeon Motors, Ltd., Barnet 4100. (1950)
1949 (April) Humber Super Snipe, metallic grey/grey leather, low mileage one owner, superb throughout; £1,475.—Odeon Motors, Barnet 4100. (1658)
HUMBER Pullman limousine, £10 tax, black, razor edge saloon; £785.—Metropolitan Tyre & Motor Co., Ltd., 136, Clapham Rd., S.W.9. Reliance 2864. (2178)
1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. (8802)
£125 cash, Humber 16hp 1931, home-made utility body, good engine, reasonable body.—Honeyman, Long Yard, Lambeth Conduit St. W.C.1. Holborn 4940. (2246)
HUMBER Snipe, 1948, immaculate condition; 1937 25hp Wolseley saloon, excellent condition.—The Hazlemer Motor Co. (W.A.), Ltd. Tel. Nos. Waltham Cross 2275-6-7. (5523)
1948 (June) Humber Super Snipe, black, fawn cloth upholstery, 7,000 miles spare wheel unused; £1,175.—Chambers & Bright, Ltd., 204-206, Great Portland St., W.1. Euston 3085. (2177)
£495—1936 Humber Pullman limousine, modern lines, immaculate bodywork, literally 100,000 worth £1,000, ready for immediate use; written mechanical guarantee; hire purchase, exchanges.
LAMBS of Wood Green, Caxton Rd., N.22. Bays 13013. (1364)
1948 (April) Humber Super Snipe saloon, black, brown hide and cloth upholstery, fitted with heater, loose covers, near new condition, 14,000 miles; £1,050.—B. Gibson, 151, Thorpe Rd., Norwich. (2419)
HUMBER 21hp 1939 saloon, immaculate condition, fitted wheel disc, interior quite as new; £525; exchanges, hire purchase.—B. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. (2435)
1935 (July) Humber 16 black saloon, just re-upholstered and carpeted, a splendid hire car, low price; £225; h.p. terms arranged.—K. Henry, Ltd., 65-68, Great Portland St., W.1. Langham 3635 and 3954. (2955)
1948 (July) Humber Super Snipe sal., metallic grey, hide upholstery, loose covers, radio, in exceptional condition; 15,000 miles; £1,125.—Telford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (1429)
UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—
 1949 Humber Hawk, gun metal grey, 13,000 miles, Regency loose covers, specimen car; £965; terms & exchanges.—Universal Car Distributors (London), Ltd., 351/5, High Rd., Chiswick 1919. (3014)
1937 Humber 18hp Pullman, body black, sun roof, brown leather, in immaculate condition throughout, mechanically faultless, new engine fitted last year, believed to be chauffeur maintained, strongly recommended at the low price of £325.
DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. (2711)
1946 (Sept.) Humber Snipe 18hp de luxe saloon, exceptional condition throughout, polychromatic grey, grey leather, new tyres, mileage 26,000, taxed year; £875; terms, exchanges.—Tel. Amherst 2300, Turner, 99 Clarence Rd., London, E.3. (5064)
1937 Pullman sedan de ville 6-seater, leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car; bargain, £795.—Campbell Symonds, Wembley 6262. (2459)
1936 Humber Pullman 7-passenger limousine, one private owner and chauffeur driven, black, exceptional condition, owing to war and shortage petrol, 26,500 miles only; bargain at £750; can be seen and tried by appointment at—Moreton, Crowthorne, Surrey. Tel. 185. (2924)
195 ens.—Humber Pullman 1932 24hp 7-passenger double enclosed limousine, black, blue leather, winding partition, face forward occasional, carefully used, very good condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (2618)
H. F. EDWARDS offer exceptional 1948 (April) Humber Hawk saloon, luxuriously equipped, twin fog lamps, radio, steering column, gear change, black chrome, chromium fawn upholstery, one private owner, absolutely immaculate specimen, thoroughly recommended; offered with written guarantee; exchanges, terms, list open Upper High St., Epsom 9400. (2508)
HUMBER
18hp/1937 partitioned limousine, 7-seater, leather throughout, privately owned, black, £555.
LIMOUSINE 1939 Double Enclosed, forward occasional, black, delightful condition. £695.
1947 (£10 tax) Pullman partitioned limousine, 7-seater, 7-forward, black, excellent condition, black, £1,145.
LIMOUSINE 1948 Pullman Double Enclosed, 7-forward, genuine 15,000, immaculate condition, black, reasonable cost. Below
3900 authentic miles. Latest-1949 Pullman limousine, partitioned, 7/8-forward, black, indistinguishable brand new, reasonable cost. Seen: Aipe & Saunders, Providence Court, Grosvenor Square 2941-Mayfair. (12337)
Number Cars Wanted
C
THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. (0962)
R
ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3335.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2251.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10106)
R
ROWLAND SMITH'S, the Humber buyers.—Hamstead High St. (Hampstead Tube). Ham. 6041. (0942)
POST-WAR Humber required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (0644)
C
BUYERS of low mileage Humber Hawks. Distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0793)
BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (1712)
BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0086)
C
HUMBER cars, recent models, stock full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. (0553)
7-SEATERS Limousines, low mileage, 1947/1948, also 1935 24hp, and 27hp privately owned 1937/38/39. Aipe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (1808)
Number Spares and Service
CROYDON'S Humber spares specialists.—Manton & Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon, Addiscombe 6051-4. (0518)
ENGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. (10345)
D
NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. (0780)
JAGUAR
H
ENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House Piccadilly, W.1. (Grosvenor 2287).
ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUSLOW (Houslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.
GAMDEN TOWN SERVICE STATION (Gulliver 4141).
ENLYS Ltd., England's Leading Motor Agents. (0027)
CAR MART, Ltd
JAGUAR 3½-litre 1949 saloon, 12,000 miles; £1,325.
JAGUAR 3½-litre 1946 saloon, 11,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (2576)
NEWNHAMS, Ltd.
1946 1½-ltr. Jaguar saloon, wheel discs, black with brown, exceptional car.
NEWNHAM House, 255-7-9, Hammersmith Rd., London W.6. Riverside 4846. (1594)
JAGUAR 3.5, 100, 3½-litre, coachwork immaculate, excellent mechanically; £500.—Box 4371. (1296)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BROWNS for Jaguars.

1939 Jaguar 1½-litre saloon de luxe, reconditioned engine, 20,000 miles, £435.—Brown's Garage, Loughborough (Essex) 4119 (Tues). [1760]

PRIDE & CLARKE, Ltd., offer:—

1948 Jaguar 1½-litre saloon, 15,000 miles, grey, red leather, magnificently appointed, new condition; £895.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9, Brixton 5251. [2744]

HAROLD RADFORD & Co., Ltd.

1947 (February) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and de-mister, 19,000 miles, in first-class condition throughout. [1577]

1939 3½-litre Jaguar 100, finished in polychromatic grey with red leather upholstery, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1577]

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, discs and radio fitted, as new, 7,700 miles; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yards north of Tally Ho! Corner), Hillside 0024. [2602]

PHILIP RICKARDS, Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment, radio, discs, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [2487]

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 3½-litre saloon, black, fawn cloth, 5,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1840]

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car. We welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [5698]

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348.

1947 (Oct.) Jaguar 1½-litre saloon, one owner, small mileage, equal to new throughout; £935.

SOUTH WESTERLY ARAEAS, Ltd., Station Yard, New Malden, Tel. Malden 1212. [2806]

2½-litre Jaguar saloon, exceptionally smart in black with silver wheels, a specimen of maintenance; £525.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [2384]

S. S. Jaguar, 1936 1½-litre saloon, excellent condition, petrol, Feb.; £225.—93, Rectory Road, Beckenham 4164. [2301]

GORDON CARS (LONDON), Ltd., 1947 Jaguar 1½-litre saloon, grey/grey leather, 10,000 miles, as new. —Below.

GORDON CARS (LONDON), Ltd., 1939 model Jaguar 1½-litre saloon, 40,000 miles only, exceptional and above average.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [2642]

5000 miles.—1948 Jaguar 2½-litre saloon, grey, radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [1905]

JAGUAR 2½-litre 1948 saloon, low mileage, very good condition, radio fitted, £1,075.—Write or Tel., M. Wilson, 79a, Parkhurst Rd., N.7, North 2515. [2851]

8000 miles.—1949 Jaguar 1½-litre S.E. saloon, radio, fitted, 8,000 miles, fitted radio, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [1902]

1948 Jaguar 3½-litre drop head coupe, 7,000 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1718]

£285—1937 Jaguar 2½-litre saloon, really immaculate throughout, fitted radio, taxed, Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, 2674. [2674]

1948 (November) 2½-litre Jaguar saloon, 15,034 miles, black, brown leather, practically new.—Lionel H. Fugh, 13/14, Brooks Mews, W.1. Mayfair 4433. [2674]

1947 (Nov.) Jaguar 3½-litre saloon, black and chrome, spotless, 10,000 miles, one owner, fitted radio (H.M.V.), heater, Fram filter, etc., etc., genuine car.

WELTON AUTO SERVICES, Ltd., 205-219, Holland Park Ave., London, W.11. Tel. Park 5189.

S. S. Jaguar 1½-litre sunshine saloon, overhauled, tyres new, taxed year, bargain; £475; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2105]

3½-litre Jaguar, 1947, low mileage, black/fawn upholstery, radio, exceptional condition; £1,095.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2820]

1938 series S.S. 100, grey and blue leather, immaculate condition throughout, original registration book; 39,900 miles; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mordenview 5226 and 5774. [2713]

1937 Jaguar 2½-litre saloon, black, brown leather, one owner, mileage 37,000, an exceptional car; £395.—Vandervells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3008]

1948 (Aug.) Jaguar 1½-litre saloon, S.E. model, in green, green leather, 14,000 miles; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2844]

1937 (September) 1½-litre Jaguar black sports saloon, one owner, splendid all-round condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [2958]

1946 3½-litre Jaguar, gunmetal grey, pique upholstery, radiomobile, heater, etc.; perfectly maintained by our own fitter; immaculate condition throughout; £895.—C. A. Sadler, Ltd., Langley, Nr. Birmingham. [1356]

JAGUAR

1½-litre special equipment saloon Jaguar, finished grey crystalline, first registered 24/4/47, carefully serviced and maintained; best offer over £900, no dealers please.—W. F. Baker, Ltd., Premier Works, High Wycombe, Tel. 295. [2424]

1948 Jaguar 3½-litre saloon, battleshield grey, red leather, H.M.V. radio, heater, superb condition, unmarked, mileage 7,500; best offer over £1,150.—Premier Aluminium Casting Co., Amington Rd., Hay Mills, Birmingham. [2880]

£425 saloon, delightfully cellulosed red, brown leather interior, whole vehicle outstanding, speedometer reads 40,000 miles, vehicle compares with 1947 product; written mechanical guarantee; hire purchase, exchanges. L. AMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [3016]

395 gns.—Jaguar (July, 1939) 1½-litre fourseam drop head coupe, metallic silver, red leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2619]

£395 !!!—Jaguar 2½-litre special competition model 100, finished in metallic grey with black mohair top; although a 1936 model, the appearance of this car is comparable with those examples of much later date, and the late owner, a very able enthusiast, has kept a complete record of the performance of the model which are open to inspection by prospective purchasers; it is claimed that speeds of over 50 mph can readily be attained, and the car is fitted with a set of special overize competition tyres; there are no extras as all the special features are embodied in the car, including stoneguards, 6-inch easily visible instruments, passenger grab rail, special head lamps, passlights, etc.; this Jaguar must appeal to sports car enthusiasts requiring model on which phenomenal performances are obtainable; call, write or phone.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard Beds. Tel. 2581 and 5115. Hire purchase arranged if required, part exchanges. [2548]

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964]

R ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943]

H ENLYS, Ltd.

E NGLAND'S Largest Jaguar Distributors.

D EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

H ENLY House, 385, Euston Rd., N.W.1. Euston 4444.

R EAT West Road (Ealing 3477). Official Jaguar Service Station.

C AMDEN TOWN SERVICE STATION (Gulliver 4141).

M ANCHESTER, 1-5, Peter St. (Blackfriars 7843).

H ENLYS Ltd., England's Leading Motor Agents. [0028]

COOMBS & SONS (GUILDFORD), Ltd.

U RGETLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [6139]

C ATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

G LONDON N.6. Mountview 4444. [1596]

C ASH immediately for good Jaguar.—H. F. Edwards, Upper High St., Epsom 9400. [2525]

M ARSTON MOTOR Co., Ltd., for your Jaguar, Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [2501]

C ASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0794]

T ULSE HILL MOTORS, Ltd., are cash buyers for any Jaguar cars.—36, Tulse Hill, S.W.2. Telephone Tulse Hill 7106. [9665]

J. R. INWARDS, Ltd., main dealers for West Middlesex are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0699]

S AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Main dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173. [1730]

U RGETLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughborough Tube, 199, High Rd., Loughborough, Loughborough 4119. [2440]

U RGETLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038]

JAGUAR MOTORS require to purchase Jaguar 1½-litre saloons and drop heads, in good, clean condition, 1935-40 and post-war; write, call or phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2581 and 5115. [2548]

Jaguar Spares and Service

H ENLYS, Ltd.

E NGLAND'S Largest Jaguar Service Station.

R EAT West Road, Brentford (Ealing 3477).

S PARES and replacement engines for all models.

A ND at Manchester, Cheetham Hill Rd. Deansgate 6215/7.

G UICK completion of repairs.

S AUL & SLATTER, Ltd., main dealers.

F ULL stock of spares, Jaguar repair and maintenance.

S ERVICE Station: Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [1731]

Jaguar Spares and Service

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough, Tel. 22394. [0430]

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar, sales, service, spares and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [1004]

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars; Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [4108]

JEEP

24-HOUR service. Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

E XPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015. [0214]

W ILLYS Jeep with new utility body.

G EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1668]

1945 Jeeps, all types, perfect Jeep trailers, spares, accessories, new and used spares; literally everything in stock. Tel. Winchester 4834. [2407]

U NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Jeeps and Jeep spare parts, home and export, all spare stock, complete engine, gearbox, water pump, etc.; new hoods, gasket sets, brake linings, etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033]

J eeps Wanted

R OWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944]

J eep Spares and Service

A UTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [2407]

M ETAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares phone Hampstead 8231.—100B, Belsize Lane, N.W.3. [0539]

J EEP guide book to assembly; over 500 spare part illustrations, price 7/6; showing part numbers; Farmcraft, Ltd., Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Malden Rd., New Malden, Surrey. Tel. Mal. 5226. [2107]

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service to the Jeep People on home, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718). [0366]

JOWETT

H BENTLEY & PARTNERS.

J AVELIN and Jupiter main agents.

1949 saloon, in desert sand with red leather interior, 3,600 miles only; £975.

T HIS car has been passed by our service department and is guaranteed for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [2139]

N EWNHAMS, Ltd.

1948 Jowett van, small mileage, carefully used; £435.—

N EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7380]

P ALMERS MOTORS, Ltd., offer:—

JOWETT Javelin (Oct '48) saloon, leather, H.M.V. radio, 8,000 miles, many extras, exceptional condition; £895; exchanges and deferred terms.—53, York St., Twickenham, Popesgrove 1890/7087. [2707]

1949 1½-litre Javelin saloon, black/red leather, heater; £975.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2658]

295 gns.—Jowett 1938 8hp 4-door saloon, black, sliding head, very good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Jowett 1929 7hp 4-door saloon, black, good condition, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2620]

GORDON CARS (LONDON), Ltd., 1949 Jowett Javelin saloon, fawn/red leather, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [2642]

1948 49 Jowett Javelin saloon de luxe, fitted with wireless, etc.; £875 or 30 monthly instalments of £35/5/10.—Cooden Eng. Co., Bexhill. Cooden 6026. [2566]

£895 !!!—5 weeks free of covenant; Jowett Javelin saloon de luxe, finished immaculately in black, with special maroon hide upholstery (fitted at works at extra cost); being a 1949 car, the appearance and mechanical condition are as one would expect in a model of such recent manufacture; scrupulously maintained and serviced by Jowett main agents since new, we offer this exceptional example at £45 less than list price, covered by a special form of written guarantee.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2581 and 5115. Over 400 fully guaranteed used cars in stock. Write for our 18-page Stock List and special offer of full refund of extra petrol tax on 6 months' basic ration. Free delivery of any car, anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [2560]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT
COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service. Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302]
1948 (Dec.) Jowett Javelin, golden sand, leather upholstery, heater, in showroom condition, 10,000 miles, 3 months' guarantee; 925.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. [0284]

Jowett Cars Wanted

H M BENTLEY & PARTNERS.
WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [3990]

C M THE CAR MART, Ltd. wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715]

R ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]
R **RAYMOND WAY**, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids vale 6044 (10 lines). [3130]

Jowett Spares and Service

NEWNHAMS, Ltd.
JAVELIN and Bradford main agents, spares and service specialists.—Newnhams House, 235-9, Hammer-smith Rd., W.6. Riv 4646. [0415]
JOWETT-BRADFORD—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908. [0571]
M LESTON (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. Largest stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 308, Erith Rd., Bexleyheath. [0571]
C ROYDON—Godfrey, Ltd., for full Jowett service and comprehensive range of spares. 226-234, London Rd., Croydon, C. 3641. [0463]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7988). [9247]
KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; have spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759]

LAGONDA

BROOKLANDS.
LAGONDA distributors for London.
1940 Series 12-cyl short-chassis special 4-carburetor-touring drop head 4-seater coupe, by James Young; this car has just been completely reconditioned by Lagonda, Ltd., and is as near new as a pre-war car can be made.
DETAILS and catalogues available for new models.
103, New Bond St., W.1. Tel. Mayfair 8351-6. [2788]

CLAND & TABOR, Ltd.
RETAIL dealers for the new Lagonda car, can offer a limited number of cars for reasonable delivery. Also offer 1940 Lagonda V12 drop head coupe, 32,000 miles; recently fitted new engine, condition is like new; £1,250.
APPLY North Road Garage, Welwyn By-Pass, Tel. Welwyn 481. [2794]

CONTINENTAL CARS, Ltd.
LAGONDA 1935 series 4½-litre pillarless saloon; £295.
PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. [1383]

DICKS CAR SALES offer:—
1935 Lagonda 10hp sports tourer, very fast; £345.—Below.
1935 Lagonda 10hp sports 2-seater, very attractive car; £295.
1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maids Vale 6888-9. [9939]

GUY SALMON AUTOMOBILES.
HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8415]

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264]

GUY SALMON AUTOMOBILES, Ltd. offer:—
1939 Lagonda 12-cyl. sedan by Young of Bromley, one owner, excellent condition; £950.—and 4 tyres; £350.—43, Olley Drive, Ilford, Essex. [2733]
£175—1934 3-litre Lagonda pillarless sports excellent runner.
RAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490 [2982]

BEAUTIFULLY maintained 3-litre tourer, regd. 1935, excellent mechanically, very fine green cellulose, good tyres; £350.—Olley Drive, Ilford, Essex. [2911]
LAGONDA 1932 3-litre saloon, extensively equipped. L previous owner a real enthusiast; £175.—Norman Autos, 352-354, London Rd. West Croydon. Tel. Thornton Heath 4657. [2786]

1936 4½-litre Lagonda pillarless saloon, mileage 45,000, exceptional condition; £550.—Wilson, Stonefield Cottage, Newcastle Rd., Stone, Staffs. [2267]
R **OGUE & YOUNG, Ltd.**, offer Lagonda V12 1939 August saloon, black and leather, exceptional condition; £1095.—65-69, Stenhouse Hill, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [2337A]
LAGONDA 16-80 sports pillarless saloon, first reg. 1935, laid up since beginning of 1941 except for short period and checked over by Lagonda specialists, new tyres, excellent condition, view Survey; accept best offer over £200.—Box 4286. [2337A]

LAGONDA 16-80 saloon, impeccable condition throughout (Sept., 1933), looks and runs like a post-war car, stored 10 years by engineer owner; £295; unrepeatable pedigree; bargain.—Middlemas, 11, Arundel Ave., Blackpool, Tel. 51316. [2299]

£585—1936 4½-litre Lagonda sports four-door saloon, fitted with radio, brand new tyres, ride control, colour grey with grey hide upholstery, car in immaculate condition throughout, and capable of 95 mph, with superb road holding and brakes.
BRIAN PINGLASS, Bugatti Sales and Service, 2, Penbridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tuise Hill 4758. [1280]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) offer 1938 12-cyl drop head coupe (body Thrupp & Maberly); 1937 12-cyl drop head coupe; 1937 Rapide tourer; 1937 16/90 tourer; 1932 2-litre Continental tourer; 1931 3-litre saloon.—275, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287]

LAGONDA Cars Wanted
ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946]
LAGONDA cars.—A limited number of home-sale L orders now acceptable; used models always wanted.—Lagonda House, 7, Russell Parade, N.W.11. St. Paul, well 0011 (ten lines). [0258]

Lagonda Spares and Service
LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V12 models; service engines in stock.
LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—2, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0217]

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217]

LAMMAS GRAHAM
1938 26hp Lammas Graham drophead coupe, 2 titled owners, exceptional condition; £365.—Crawley, Western 6015. [2999]

£445—Exceedingly smart 26hp Lammas Graham 4 fourseam drop head coupe, 1938, specially designed English coachwork by the Carlton Carriage Co. and an outstanding example of coachcraft at its best, finished in black and chrome, with quality Connolly hide interior, in truly elegant condition throughout, the mechanical performance is of a very high standard, vivid acceleration through the gears with a resulting high cruising speed, positive braking with road-holding well above the average, and in all a superb car that anyone would be proud to own and drive; offered with our fully comprehensive written guarantee.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock; write for our 18-page stock list, and special offer of full refund of extra petrol tax on 6 months' basic ration; free delivery of any car anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part exchange on any car; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [2561]

145 gns.—Lanchester 10hp de luxe saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [2993]

265 gns.—Lanchester 11 1937 de luxe 4-door saloon, very good black, sliding door, seat, preselector, very good condition; terms, exchanges.—Rowland Smith, below.
425 gns.—Lanchester Roadrider 1939 model 14hp de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [2622]

LANCHESTER 18, first registered 1949, £10 tax, 1939 model, Mulliner semi-racer edge sports saloon, original finish, overhauled, guaranteed, full coupons; £500 or offer.—Box 4507. [2871]

LANCHESTER 14hp saloon de luxe, 1939 model (independent front-wheel springing), black with brown leather, one owner, low mileage, first-class condition; £595.—Stratstone, 40, Berkeley St., W.1 (Mayfair 4404). [1580]

Lanchester Cars Wanted
C M THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965]
ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947]

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0795]
BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [1711]

Lanchester Spares and Service
ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Press-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237]

1933 Lanchester 10, few spares available, engine, etc.—Offers to Lewis, Bryndilo, Ammanford, [2855]

LANCIA
KEVILL DAVIES & MARCH offer:—
1939 Lancia Aprilia, in first-class condition throughout, colour gunmetal, blue upholstery. [1945]
41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor [1945]

LANCIA Aprilia saloon, 1939, showroom condition.—Rushmer, 39, Holland Park, W.11. Park 5731. [2933]
1937 Lancia Aprilia, undeniable condition.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [2703]

1938 Lancia Aprilia saloon, in excellent condition, reculosed, full petrol, licenced year; £400.—Apply Box 4514. [2971]

1938 Aprilia saloon, same owner since 1943, well maintained, genuine car, leather upholstery; seen Lancia; nearest to £550.—Box 5296. [2779]

1939 Lancia Aprilia saloon, carefully maintained by enthusiast; specimen car throughout.—Autoware, Ltd., Winchester. Tel. Winchester 4854. [2406]

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [1745]

125 gns.—Lancia Lambda 1930 model 17hp 4-door sports saloon, black, leather upholstery, independent front suspension, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2952]

Lancia Cars Wanted
LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2935. [0343]
CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [2515]

JOHN A. TRUSCOTT, Ltd., urgently require first-class Lancia.—173, Westbourne Grove, W.11. Bays. 4274. [1751]

KEVILL, DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0548]
LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077]

Lancia Spares and Service
LANCIA (ENGLAND), Ltd., Baling Rd., Alpertown, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc. [0077]

LEA-FRANCIS
CHARLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:
1947 Lea-Francis 14hp saloon, black, brown leather, heater, at present being serviced.
1949 Lea-Francis 14hp saloon, 6,000 miles, H.M.V. radio, heater, twin fog lamps and petrol pumps; very attractive car, 18, Berkeley St., W.1. May. 6266. [2665]

OFFICIAL Lea-Francis London Service Station; 12, Wellesley Ave., W.6. Riv. 1413. [2665]
7000 miles.—1949 (April) Lea-Francis sports roadster, maroon.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [1899]

Lea-Francis Cars Wanted
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners who wish to sell. SHOWROOMS: 18, Berkeley St., W.1. May. 6266. [8983]

OFFICIAL Lea-Francis London Service Station. Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [2665]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.
SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry, Tel. 62024-5-6. [1092]

CHARLES FOLLETT, Ltd. sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370]

MERCEDES
MERCEDES 500 K type, first registered 28/4/38, fourseam d/h coupe, finished in black with fawn furniture hide upholstery, recorded mileage 35,000, unblemished condition, guaranteed for six months, price £1,150.—Henlys, The Square, Bournemouth. Tel. 6314. [2553]

MERCEDES Cars Wanted
CHIPSTEAD MOTORS, Ltd. will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8758]

MERCEDES-BENZ (GT. BRITAIN), Ltd.
1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage, single completely and thoroughly overhauled, all new tyres, complete petrol ration, offers.—Victoria 8715. [8354]

1938 model Mercedes-Benz Roadster, in exceptional condition, two-tone red, model 170v, 14hp, 27 m.p.g. test, 2495; exchange considered.—Kingston Garage, Springhead, Anlaby, nr. Hull. [3580]

MERCEDES-BENZ razor-edged saloon, sunshine roof, 38.4hp, first registered 1939; Freestone and Webb body; supercharger and overdrive, 6 new tyres, mileage 22,250; attractive car in showroom condition; £1,900.—Ferranti, Hollinwood, Lancashire. [2514]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8550]

BROWN'S for M.G.s.
1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £335.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7861]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

S. M. offer:—
1939 M.G. 12hp 1½-litre open four-seater, colour black with red leather upholstery, this car is in superb mechanical condition and has been maintained throughout in first-class order.
 S. M. O. R. S. Shepherds Hill, Reading. Sonning 2345/6

RIPCO, Ltd., offer:—
1949 M.G. T.C. mileage 2,000, one owner, not used this year, as new throughout: £775.
 RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2552-4

CARR BROS. offer:—
1934 5 M.G. P.A. sports, engine recently overhauled, very attractive appearance, new hood, etc., pleasing performance, a rare example of a sports car in excel. condn.
 HIGH St., Purley, Surrey. Tel. Uplands 4811/2, 3.

OVERSEAS CARS, Ltd.
1949 1½-litre M.G. saloon, black-red leather: £995; for other Overseas Cars bargains see page 51.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475.
 CARR BROS. offer:—

1939 M.G. 2-litre sports sln., perfect mechanical condn., throughout having been owned by an enthusiast, immaculate black cellulose, a car of quality with outstanding performance: £450.
 HIGH St., Purley, Surrey. Tel. Uplands 4811/2, 3.

WOODBAIN CARS offer:—

£230—M.G. Magnette 12hp N-type sports 2-seater, exceptionally good engine.
 £225—M.G. Magnette 12hp open sports 2-litre 4-seater, a very fine car, examination welcomed, Stonegarage, etc.

£175—M.G. 8hp J2 open sports 2-seater, black, excellent hood, fast and economical.
 £120—M.G. 8hp open sports 2-seater, fitted slab tank, fold-flat screen, long swept P-type wings, a most unusual and pretty little car.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435.
 DICKS CAR SALES offer:—

1939 M.G. 1½-litre drop head foursome coupe, just overhauled: £495.

1938 M.G. 2-litre sports saloon, most attractive car, in red and silver: £395.

1937 M.G. 10hp sports 2-seater, recent engine overhaul: £325.

1936 M.G. 9hp sports 2-seater, fitted many extras: £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9.

WALTER SCOTT, Ltd., offer:—

1937 M.G. 2-litre sports saloon, black, excellent condition throughout: £375.

M.G. Midget 1933 J2 type 2-seater: £175.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914.

PRIDE & CLARKE, Ltd., offer:—

1947 M.G. T.C., 6,000 miles, black, light beige leather, indistinguishable from new: £575.

Pride & Clarke, Ltd., 138, Stockwell Rd., S.W.3. Brickton 6251.

TOULMIN MOTORS offer the following cars for sale:—

2-qly-type blown M.G.s, road equipped and completely rebuilt: there were only 8 of these ever produced, and they lapped out circuit at 110 mph; all enquiries to Mr. Toulmin personally.

1936 N.A.-type Magnette 2½-litre, blown and completely rebuilt.

1936 N-type Magnette 4-seater, reconditioned engine.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 683.

BRAY MOTORS offer the following M.G.s from stock:—

£245—1935 P.A. sports 2-seater, grey, clean appearance, several extras, terrific performance.

£250—1935 P.A. sports 2-seater, red, excellent runner, go.d tyres, bargain.

£285—1935 P.A. sports 2-seater, red, red hide, good hood, recent reconditioned engine, excellent runner.

£185—1933 J2 sports 2-seater, red, black hood, good runner, excellent tyres, bargain.

£295—1937 2-litre sports saloon, recent reconditioned engine, blue hide interior, exceptionally clean, exterior paintwork a little dull, beautiful runner with good tyres all round, bargain.

£375—1936 2-litre sports saloon, recent reconditioned engine, black-red hide interior, recent recond. engine, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.

1939 M.G. sports 2-seater, immaculate, original condition: £385.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412.

1936 M.G. sports 4-seater, P.B. model, splendid condn. on: £285.—Below.

1935 P.A. sports 2-seater, nice chassis, black and chrome: £265.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573.

M.G. Magnette 4-seater, 1950 petrol: £160.—Parnell, 264, Demesne Rd., W.1. Regent 4866.

AGENHAM MOTORS, Ltd., offer the following car:—

1946 M.G. T.C. 2-seater, black, red hide, 9,900 miles only.

56, Park Lane, W.1. Regent 4866.

M.G. T.A. 1937 2-seater sports, recently recond. crankshaft ground, radio fitted, good tyres: £290.

—Tel. Gerrard 5126.

1932 M.G. Magna 4-seater drop head coupe, £99; good condition: Tel. Bay. 4187. [2299]

BEARDS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1934 J2, valance-type wings, new hood and side curtains, good car; terms and exchanges: £225.

ELITE MOTORS, 951-61, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (four lines). [1922]

M.G. Magnette, 1936, special trials model, excellent condition, only one other owner.—Tel. Chalfont-St.-Giles 14. [2895]

1940 M.G. 1½-litre sports saloon, black/grey leather, radio and heater, engine reconditioned: £535.

C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2659]

1946 M.G. T.C. Midget 2-seater, black, red leather, 18,000 miles; £485.—Grove Motors, North Rd., Southall 3477. [8882]

£565—1947 M.G. T.C. 2-str., black and red, spot-less condition; terms, exchanges; three months guarantee; free demonstration within 100 miles.

MAKIN & HARRISON, 492-9, Chiswick High Rd., W.4. Chiswick 0559-2619-6311. [1813]

1946 M.G. T.C. model, black, fawn leather, 15,000 miles, ex cond.—Tifford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1431]

1949 (April) M.G. 2-seater, under 10,000, upholstery, body, and engine, overhauled: £665.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [2701]

1939 1½-litre M.G. tourer, red, excellent condition throughout, low mileage: £425.—Chiswick Cottage, Stack Lane, Hartley, Nr. Dartford. Longfield 2241. [2937]

1938 M.G. 2-litre Continental sports saloon, blue and black, recently overhauled: £625.—Taylor, 37, Elvaston Place, S.W.7. Western 0489 & 7002. [3003]

595 gns.—M.G. Midget, July, 1947, 11hp T.C. 2-seater, black, fawn leather, one very careful owner, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, July, 1946, 11hp T.C. 2-seater, black, fawn leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 9hp P.B. 2-seater, black, red leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 9hp P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. Midget 1933 9hp J2 2-seater, maroon, competition tyres, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget, Dec. 1932, 9hp sports 2-seater, red, good tyres, excellent condition; choice of 20 M.G.s; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. 1938 2-litre 4-door sports saloon, black, aluminium wheels, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. June, 1939, 2.6-litre foursome drop head coupe, black, fawn leather, twin Wind-tone horns, good tyres, spare unworn, carefully used, excellent condition; choice of 20 M.G.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2634]

(March) M.G. 1½ saloon, maroon, beige leather, heater, radiator thermometer, Special P.V.6 rear shockers, screen washer, 8,000 miles, perfect condn.; £960.—Brook, Oxford 623 [2306]

1947 M.G. 2-seater, T.C. type, black, beige leather, one owner, 15,000 miles, an immaculate car, full petrol 12 months if licensed May: £565.—Stanley Godfrey & Co., Onslow St., Guildford. Tel. 2121. [1474]

MAYFAIR GARAGES, Ltd.—1937/8 T.A. sports, 2-seater, numerous extras including Masterdrio, luggage carrier, spot lamps, etc., outstanding condition throughout, 3 months guarantee: £350.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [2212]

1940 (July) M.G. 1½-litre 4-seater sports tourer, immaculate car just completely passed over by M.G. distributors, stored over 8 years; price £495; 80mph with 35mpg, uses no oil whatsoever.—Middlemas, 11, Arundel Ave., Blackpool. Tel. 51316. [2930]

1949 (March) M.G. 1½-litre saloon, maroon, red leather upholstery, sliding head, hydraulic jacks, taxed, in unquestionable condition throughout, an examination welcomed: £985.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 9075-6. [1172]

TANKARD & SMITH, Ltd., offer 1946 M.G. T.C. 2-seater in black with green leather, genuine 18,000 miles only, beautiful condition, £495; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [2379]

H. F. EDWARDS offer superb 1946 (May) M.G. T.C. 2-seater, black and chromium, fawn leather, silver wheels, chromium grid, beautifully maintained example, low mileage; offered with written guarantee at attractive price; exchanges, terms.—154, Great Titchfield St., Lancham 0012. [2503]

1948 (Dec.) M.G. T.C. roadster, red, mileage 14,000, fitted chromium luggage grid, silver, experienced M.G. owner; an economical high performance car in perfect condition; seen by arrangement Ipswich, £695, no offers.—F. Royle-Bantoff, Boyton, Woodbridge, Suffolk. [2420]

NAYLOR & ROOT, Ltd., 1947 M.G. T.C. 2-seater, black red hide upholstery, 11,000 miles, many extras, perfect condition throughout, £575; three months' guarantee; choice of 250 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [1693]

1949 (Feb.) M.G. 1½ saloon, maroon, beige leather, genuine, 11,000 miles, perfect: £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2845]

£395 "11-M.G. Midget 10hp sports roadster, 1939, series T.A., could easily be mistaken for post-war model, original coachwork in excellent condition, with red hide upholstery, practically without blemish; sound hood and all-weather equipment, purchased direct from original owner, this M.G. has been employed as a "second car," and its use limited to basic ration only; sole reason for sale was the long-awaited arrival of a new series T.D. model, very special opportunity at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2351 and 3115. Over 400 guaranteed used cars in stock. Write for our 16-page Stock List and special offer of full refund of extra petrol tax on 6 months' basic ration. Free delivery of any car, anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [2553]

£445 "11—Outstanding and unrepeatable offer: March, 1940, series S.A. M.G. 2-litre sportsman's saloon, in most attractive order throughout, finished in original black cellulose with sparkling chrome accessories, and upholstered in red Connolly hide in such condition that it is literally superior to the average post-war model; the whole car shows that no expense has been spared in the matter of proper maintenance on the part of the previous owner; mechanically this M.G. leaves little to be desired; it must be seen and driven to be appreciated; offered with our 3 months' written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2351 and 3115. Over 400 guaranteed used cars in stock. Write for our 16-page Stock List and special offer of full refund of extra petrol tax on 6 months' basic ration. Free delivery of any car, anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [2553]

M.G. Cars Wanted

C THE CAR MART, Ltd., wish to purchase M.G. cars:—320 Euston Rd., N.W.1. Euston 1212. [0966]

R ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949]

S LOCOMOBILES OF NEASDEN.

S LOCOMOBILES.—Good clean M.G.s. wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2089.

WANTED, 10hp M.G. drop head coupe.—Reed, 51, Warren Drive, Surbiton. [2341]

URGENTLY required, good M.G.—Hatfield, 154, G. Titchfield St., W.1. Lancham 0012. [2520]

POST-WAR M.G. required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [1045]

PRE-WAR M.G. in outstanding condition required by Ang. off., 140, Golders Green Rd., London, N.W.11. [2520]

£300 offered for really good M.G. Morgan of 35, London, S.E.22. [2674]

M.G. 1½-litre saloon, 1938-40, in good condition, required.—Reeves Motors, Grand Parade, Fort Lytton, Wembley. Arnold 3004. [1915]

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridge's). Mayfair 3104. Particularly want P.A. and T.A. for cash. Phone or write for reply to call. [7447]

CAMDEN MOTORS require to purchase M.G. 1½-litre sports saloons and drop head coupes, in good, clean condition, 1939-40; write, call or phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2351 and 3115. [2553]

RAYMOND WAY, the hire purchase specialists, are buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661]

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500]

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 65, Queens Rd., Brighton. [0385]

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208]

M.G. spares, prompt and courteous service; new J2 M. crankshafts in stock; see under P.A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182]

M.G. reconditioning engines, gear boxes, axles, etc.; exchange recond. blocks, crankshafts, rods, camshafts, etc.; new and recond. rockers, bushes and shafts; service dynamos, starters and carburetors; gaskets, tyres, batteries supplied; M.G. spares and cars purchased.—A. E. Withan, Queen's Garage, Queen's Rd., Wimbledon, S.W.19 (Wimbledon Station). Liberty 5085. [0433]

TOULMIN MOTORS specialise in M.G. and M.G. cars; only repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.6 sleeves, rockers, rocker bushes, rockers, shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or phone Toulmin Motors, The Roundabout, Hanworth, Middlesex, Tel. Molesey 683. [0549]

MORGAN

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers; inspection and criticism or plan the car—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [5325]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

1939 Morgan 4-4 super sports 2-seater. In beautiful condition. Specially prepared for sports car racing, has lapped Goodwood circuit at an average of 56.2 mph and has officially clocked 78.6 mph. a really outstanding little car. £425.—Peter Bantock Car Sales, 37-39, Kink St. Parade, Twickenham. Popesrove 7417.

—Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949]

RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1562]

Morgan Spares and Service

MORGAN 4-4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514]

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan, Specialist, 14, South Ealing Rd., Ealing, W.5. Eal. 0570 [0726]

MORRIS MINOR

CAR MART, Ltd.

MORRIS MINOR 1949 saloon, 11,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2577]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, 8,000 miles, green, beige, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [2490]

1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—E. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2822]

Morris Minor Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716]

MORRIS EIGHT

CAR MART, Ltd.

MORRIS 8 1948 4-door saloon, 10,000 miles; £550.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2576]

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon; black with brown; low mileage. £550.—Newnhams, Ltd., 235-7-9, Hammersmith Rd., London, W.6. Riversdale 4646. [8035]

G. P. (BALHAM), Ltd., offer:—

1935 gns.—1936 Morris 8 saloon, excellent condition, an trial. (P. BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [2475]

LAYTONS OF OXFORD, offer:—

1935 gns.—1947 Morris 8hp fixed head saloon, one owner since new, finished in black with brown upholstery. Laytons, New Road, Oxford. Tel. 3581. [2363]

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1637]

JAMES SIMPSON (SALES) offer:—

1938 Morris 8 saloon, excellent mechanical condition, bodywork unmarked, interior as new; £395.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 9464. [1904]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1938 Morris 8hp de luxe saloon, dark blue, leather upholstery to match, coachwork, mechanical condition and tyres excellent, above average for year; £350.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2761]

1939 Morris 8 Series E 2-door sun roof saloon, black, nice car. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [2765]

1935 Morris 8 saloon, black, brown leather upholstery, immaculate condition. MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. [2941]

1948 (November) Morris 8 4-door saloon, green and black, 6,000 miles, absolutely as new; £595. IVER SERVICE GARAGE, Ltd., Iver, Bucks. Tel. Iver 161. [2445]

1915 £239. £255.—Three Morris 8 saloons.—Traynor Motors, East Ham. Tel. Gra. 2550. [2998]

1939 Morris 8 Series E tourist, reconditioned engine; £320.—20, Hazelwood Ave., Morden, Surrey. [2793]

1938 Morris 8 two-door de luxe saloon, completely reconditioned; £335.—Robbins, East Putney. Tel. 4581. [1912]

1947 Morris 8 four-door saloon, one owner, 12,000 miles; immaculate; £535.—Crawley, Western 6015. [2997]

1936 Morris 8 4-door saloon, taxed Dec., insured Feb., excellent condition; £205.—Tel. Buckhurst 4503. [2925]

MORRIS 8 2-door S.R., 1thr. (Dec. 1947). 5,000 miles, tax, as new; £560.—Station Garage, Bush Hill Park, Lab. 2082. [2926]

1948 Morris 8hp saloon, one owner, 5,000 miles; £575.—John W. Whalley, London Road, Bishop's Stortford, Tel. 181 and 182. [2298]

MORRIS EIGHT

1939 Morris 8, 4-seater, complete equipment, replacement engine, new battery, etc., taxed. —70, Hillcroft Crescent, Oxhey, Watford 6795. [2906]

1948 Morris 8 4-door saloon, speed, 12,000, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8766]

1939 Morris 8 saloon, in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [16505]

1938 Morris 8hp saloon, immaculate condition; £275.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [2595]

1948 Morris 8 2-door fixed head saloon, fitted with Framp, 10,500 miles, black and brown, faultless, taxed; £565.—Metro Motors, Rickmansworth 2064. [3051]

1946-7 (Dec.) Morris 8 2-door sun saloon, 10,000 miles; £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1765]

1938 Morris 8 2-door sunroof saloon, nice runner, good tyres; £225; terms, exchanges.—Tel. Amherst 2000, Turner, 99, Clarence Rd., London, E.5. [3067]

1947 Morris 8 4-door saloon, black, crown leather, 19,000 miles, excellent condition; £550.—Blue Star Garages Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [19967]

1925—Morris 8 special 2/4-seater tourist, modern (blue body, new hood and screen), exceptionally clean, in maroon and black, good runner, good tyres. [2192]

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2192]

1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. [8159]

245 gns.—Morris 8 August, 1937, de luxe 2-door saloon, dark blue and black, sliding head, blue leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below. [2623]

425 sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below. [2623]

225 gns.—Morris 8 1935 model 2-seater, green and black, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [2623]

1947 (November) Morris 8 2-door saloon, black, brown leather, loose covers, 8,800 miles, beautiful condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. [19966]

1938 maroon, exceptionally fine condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [2962]

1948 model Morris 8 4-door saloon, 12,000 miles, sun roof, taxed December, chauffeur maintained, faultless; £575.—Bruce France, 5a, Cromwell Mews, South Kensington. Fia. 0513. [2477]

1939 Morris 8 4-door saloon, black, leather upholstery, excellent condition, new differential, battery, 5 very good tyres, petrol from January; £355.—Atkinson, 105, Topham Road, Tooting, S.W.17. [2866]

1948 Morris 8 2-door saloon de luxe, leather upholstery, sunshine roof, 7,000 miles only. A perfect car; £565; terms, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [2719]

1947 Morris 8 4-door 6-light saloon de luxe, fitted sliding roof, interior and exterior coachwork immaculate, first class mechanically; £565.—Glennie Garage, 60, Berrow Road, Burnham-on-Sea, Somerset. Tel. 75. [2905]

JARVIS & SONS, Ltd., offer 1946 series E, 2-door, factory replacement engine just fitted, faultless car; £495; choice of another 1946 de luxe, £495; also choice of 1947 (Nov.) 4-King saloon, £575.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2168]

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £575; terms, exchanges.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [2767]

1935—Exceptional opportunity to enter motoring with real economy; Morris 8hp saloon 1948, full de luxe model, beautifully finished black cellulose, with spotless brown leather upholstery; late property of careful lady owner, and this car has every indication of meticulous care in service and maintenance, having been sparingly used and nominal mileage only, run; a really immaculate car that we can specially recommend to the discerning prospective purchaser who is interested in the ultimate cost, rather than the initial outlay. [2553]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2361 and 400

CARS in stock; write for our 18-page stock list, and our special offer of full refund of extra petrol tax on six months basic ration; free delivery of any car, anywhere in the United Kingdom; easy and confidential hire purchase; tax and insurance on the spot enable you to drive away at once; part exchange on any car; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Mon.—Sat. [2553]

Morris Eight Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967]

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2335]

POST-WAR MOTORS is required: cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842]

CASH buyers of low-mileage Morris 8s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0796]

ROWLAND SMITH'S the Morris 8 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0976]

Morris Eight Cars Wanted

MORRIS 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3367-7. [1159]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1562]

MORRIS TEN

1948 Morris 10 de luxe saloon, low mileage; £725.

GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1677]

GATEHOUSE offer 1939 Morris 10 saloon, in immaculate condition; £350.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [1593]

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHAN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. [1684]

1939 Morris 10, completely overhauled, taxed; exchanges.—Lockwood, Halfway, Walton 2824, after 6 o'clock 3387. [2140]

L. F. DOVE, Ltd., offer 1946 Morris 10 saloon, 5,000 miles since new; £675.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [1684]

1935—1939 Morris 10 de luxe saloon, black and £385 brown, beautiful condition, excellent runner, good tyres; choice of two.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2192]

1936—Morris 10 1939 4-dr. sal., excellent appearance and condition throughout, leather, sliding roof; many others.

BENNETT, 10, Clarendon Road, Holland Park, W.8. Park 5066-7, Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [2376]

1947 Morris 10 saloon, one owner, superb condition; £625.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [2376]

1938 Morris 10 de luxe saloon, beautiful condition throughout; £295.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [15039]

1910—1936 Morris 10 saloon, exceptional mechanical condition, good tyres, taxed.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [15039]

1936 Morris 10 saloon, reconditioned engine, in excellent condition throughout; £245.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1490]

1939 Morris Series M 10hp saloon, sliding roof, leather, reconditioned and in very good condition; £395.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [2151]

JARVIS & SONS, Ltd., offer 1948 series M, black with brown leather, 3,000 miles, Fre radio, one owner on half-rate tax, taxed year, £765; also another, as above, less radio, 6,000 miles, £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2169]

Morris Ten Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968]

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2335]

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0796]

ROWLAND SMITH'S the Morris 10 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0977]

ALL Morris 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbett & Taylor, 22, Conduit Mews, W.2. Aub. 6048. [2470]

MORRIS 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3367-7. [1151]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1563]

MORRIS TWELVE

1939 Morris 12 de luxe saloon, guaranteed; £550.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [2756]

1939 Morris 12 black saloon, very nice condition, guaranteed, h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [2968]

1937 Morris 12 saloon de luxe, black with red leather upholstery; £290; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [13049]

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0977]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1564]

MORRIS FOURTEEN

BRAY MOTORS offer the following Morris 14's:—

1937 Morris 14 de luxe saloon, black, red hide interior, immaculate appearance, faultless runner, good tyres, bargain.

1937 Morris 14 de luxe saloon, black, hide interior, sound throughout, good runner; bargain; choice of two.

1934 Morris 14 utility, good solid body, good tyres, excellent runner, ready for immediate work, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2378]

MORRIS OXFORD

1949 Morris Oxford saloon, leather upholstery, and heater, one owner, perfect condition; £350.—161, Great Portland St., W.1. Langham 7733. [19607]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

DICKS CAR SALES offer:—

1940 Riley 12 saloon, one owner since new, excellent condition. £255.
1938 Riley 12hp Falcon saloon, late property of Riley enthusiast. £395.
1937 Riley 12 saloon, just overhauled, positively unmarked, really genuine car. £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Middlesex. Tel. 6889-9. [1948]

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.
18 Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.8. Tel. 1413. [1973]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Riley 1½-litre saloon, genuine 12,000 miles, faultless condition; £1,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. [2735]

CHARLES RICKARDS, Ltd., the house of standing and prestige.

1935 (August) Riley 1½-litre saloon, attractive car, in excellent mechanical condition, taxed; £295.
66 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820. [2388]

SUSSEX specialists for reconditioned Riley cars, repairs spares.—Lewes Motors, Ltd., Lewes.

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, London, Norfolk. Tel. 515-316. [3450]

1935 12 1934, good condition; £200.—Baker, Gibbs, Little Baddow, Chelmsford, (Danbury 305.) [2889]

BEARDS of Kingston, Riley specialists sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348.

1931 Riley 9, body rough, mechanically sound; £45.—75, Pine Gdns., Surbiton, Elmbridge 1798. [2861]

PERFORMANCE Cars, of 21, Daleham Mews, Belzize Lane, N.W.3 (Ham. 2707), offer with 3 months' written guarantee:—

1929 Riley 2-seater with dicky, £285; choice of 5 Riley 12 saloons. [2250]

1947 1½-litre Riley saloon, in first-class condition, South Woodford, E.18. [1654]

KESTREL 1935, engine just rebuilt by Riley agents, full basic, selling health reasons, offers:—Holland Park, Clack. [2544]

RILEY Lynx, special series, Scintilla magnetos, twin carburetors, excellent engine and coachwork, new hood and tyres; £195.—Edg. 1558. [2868]

1948 Riley 2½-litre saloon, black, licensed Dec. 1950, beautifully maintained by one owner. £1,275.—Robbins, East Putney, Tel. 4381. [2896]

1948 Riley 2½-litre saloon, black, brown leather, mileage 6,500; accept £1,245.—Webster, Ingledene, Wokingham, Surrey, Tel. 3244. [2906]

1946 Riley 1½-litre saloon, black, 25,000 miles, very well maintained car in above average condition; £875.—E. D. Abbott, Ltd., Farnham, Surrey, Tel. 6236. [3063]

RILEY Kestrel 1937 15hp, unused during war, engine reconditioned, new tyres, bodywork good condition; £775, inspection invited.—Apps, Church Farm, Hoo, Rochester. [2870]

1947 Riley 2½-litre saloon, 19,000 miles, finished black, green leather, radio, immersion heater, taxed, in really super condition throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 2301-2. [1847]

1947 (Sept.) Riley 1½-litre saloon, black with green leather, 14,000 miles only; £935.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [2848]

1940 (July) Riley 1½-litre black saloon, fitted with radio, many extras, specimen car; h.p. terms arranged.—E. Henry, Ltd., 65-65, Great Portland St., W.1, Langham 3635 and 3594. [2961]

£205 or by instalment.—Riley 9hp Kestrel streamline saloon, 1934, 3 months' written guarantee; £205.—Stuart Wilton, 353, Finchley Rd., N.W.3, Hampstead 5712 and 5532. [2763]

195 gns.—Riley 9 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Riley Sprite May. 1938, 1½-litre super sports 2-seater, black aluminium wheels, large instruments, preselector, Scintilla, Harfords, 15-gallon tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Riley 1936 model 1½-litre Falcon 4-door saloon, grey, sliding head, preselector, taxed; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2626]

£145—Riley Monaco coach (registered 1937), finished in maroon with black wings, bodywork and interior in very good condition, engine sound, very economical car to run, excellent value.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4, Tideway 3779. [1657]

1948 Riley 2½-litre, maroon, leather upholstery, miles, excellent condition, radio; £1,375 near offer.—Walton-on-Thames 2705, or write Souter, "Kingswood", Ashley Rd., Walton-on-Thames. [2895]

RILEY 1937 1½-litre Kestrel saloon (special), two carburetors, scintilla ignition, engine overhauled, general condition immaculate throughout; offers, exchange.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3387. [3053]

RILEY Lynx Sprite tourer, 1937, undoubtedly one of the best examples ever offered for sale; finished grey with green upholstery; four new tyres; immaculate throughout. £275.—Stanhope Garage, Stanhope Lines, Aldershot, Tel. 247. [2349]

1937 upholstery, bodywork immaculate, recently re-chromed; Wilson & Co. select gear box; Ekco radio, looks like new; £395. (Will advertiser please supply name and address).—Box 4198. [2292]

RILEY

TANKARD & SMITH, Ltd., offer 1937 Riley 1½-litre Kestrel Sprite saloon, in polychromatic grey with brown leather and silver wheels, recently re sprayed and in very much above average condition throughout, wonderful performance, £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [2382]

1948 (reg. Sept. 1948) Riley 2½-litre saloon, black and chromium with lawn upholstery, luxuriously equipped, twin pass lamps, twin defrosters, Philco radio, speedo reading 12,195, one meticulous private owner, absolutely spotless appearance; offered with written guarantee at £1,325; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. [2504]

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969]

ROWLAND SWITHS, the Riley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0963]

GATEHOUSE MOTORS are regular buyers of good clean Riley cars. [2672]

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6, Mountview 4444. [1597]

1½-litre saloon required by Angior, 140, Golders Green Rd., London, N.W.11. [0532]

URGENTLY required, good Riley.—Hatfield, 154, Gt. Titchfield St., W.1, Langham 0012. [2517]

CASH buyers of low mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport, Tel. 2268. [0799]

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool 1, Tel. Royal 6622. [7735]

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6973. [2672]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2, Tudor 2301-2. [7395]

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [2849]

PRIVATE advertiser seeks 1937-8 Riley 12 Kestrel Sprite, must be immaculate both mechanically and bodywork, and kept by enthusiast with loving care and attention, open to any examination; no dealers.—Meredith, 1, Broadway, Hemel Hempstead. [2900]

Riley Spares and Service

ACROTT MOTORS, Ltd., Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0238]

BOON & PORTER, Ltd., Riley distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13, Riverside 4444. By Hammersmith Bridge. [0147]

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0641). [0472]

HARTLEY'S for Rileys, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23, Forest Hill 2244-5. [0246]

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15, Put. 5731-2-3. [0692]

REX NEATE, Sharnhurst Lane, Botley, Southampton, for specialised Riley service, large stocks of spares, prompt attention.—Enquiries to Botley 132. [2750]

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Pasey Motors, Ltd., 176, Kellaway Ave., Bristol 7, Tel. 43068. [0254]

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [1258]

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5, Gt. 5446. [0092]

ROLLS-ROYCE

CAR MART, Ltd., ROLLS-ROYCE 25 30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles; £1,775. [2581]

ROLLS-ROYCE Phantom III 1938 sports saloon by R. Thrupp & Maberly; £1,595. [2581]

CAR MART, Ltd., 150, Park Lane, W.1, Grosvenor 3434. [2581]

FOX, ROLLS-ROYCE Phantom III saloon, really good condition with low mileage, latest chassis modifications, including solid tappets. For details of new Rolls-Royce cars for early delivery apply:—

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PADDON BROS., Ltd., ROLLS-ROYCE specialists 40 years. PICKED selection small Rolls-Royce saloons and limousines in perfect condition; please ask for list and booklet. [0097]

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HEARSES 1950 Silver Wraith Bearer/Deck, Quality Coachwork, lavishly equipped, also Phantom III and 25 30hp 6-bearing—1950-streamlined Coachwork, exclusive equipment, immediate delivery. Inspections invited.—Photographs despatched Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [2544]

ROLLS-ROYCE

H. R. OWEN, Ltd., LONDON'S leading retailers of Rolls-Royce and Bentley selected stock; offer the following from their carefully selected stock:—

ROLLS-ROYCE Silver Wraith sedan de ville by H. J. Mulliner. Ref. H.3213. [2581]

ROLLS-ROYCE Silver Wraith four-door sports saloon by Hooper. Ref. H.4220. [2581]

ROLLS-ROYCE 1939 four-door sports saloon by Park Ward. Ref. H.4031. [2581]

ROLLS-ROYCE 1938 two-door fixed head coupe by Freestone & Webb. Ref. H.3990. [2581]

ROLLS-ROYCE 1936 limousine by Thrupp & Maberly. Ref. H.3508. [2581]

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number. [2581]

H. R. OWEN, Ltd., PROUD members of the Swain Group, 17, Berkeley St., London, W.1, Mayfair 7581 (6 lines). [2581]

ROLLS-ROYCE and Bentley repairs carried out by promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7. [2581]

H. OFFMANN'S, of Halifax, MEANS cars of distinction. [2581]

ROLLS-ROYCE Silver Wraith sports saloon by Hooper. Ref. H.4020. [2581]

ROLLS-ROYCE Silver Wraith sedan de ville by H. J. Mulliner. Ref. H.3120. [2581]

ROLLS-ROYCE Phantom II sedan de ville by Barker. Ref. H.3450. [2581]

ROLLS-ROYCE Phantom II sports saloon by Barker. Ref. H.3799. [2581]

ROLLS-ROYCE Wraith sports saloon by Park Ward. Ref. H.4031. [2581]

ROLLS-ROYCE Wraith saloon with div. by Park Ward. Ref. H.3705. [2581]

ROLLS-ROYCE 20/25 saloon by Park Ward. Ref. H.2874. [2581]

ROLLS-ROYCE 20/25 limousine by Park Ward. Ref. H.3919. [2581]

ROLLS-ROYCE 20/25 4-light saloon with division by A. Mulliner. Ref. H.2545. [2581]

ROLLS-ROYCE 20/25 limousine by Windover. Ref. H.1535. [2581]

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number. [2581]

H. OFFMANN'S, of Halifax, PROUD members of the Swain Group. [2581]

OPEN 9 a.m. to 7 p.m. (week-days). [2581]

H. OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [2690]

RIPPON, RIPPON, RIPPON BROS., Ltd. [2581]

NORTHERN Rolls-Royce Specialists since 1905. [2581]

1948 (July) Silver Wraith by Park Ward, 7-seater limousine, maroon with maroon leather. [2581]

1948 Silver Wraith touring limousine by Hooper, black with brown leather, small mileage. [2581]

1937 25hp 4-door sports saloon by Rippon, black, small mileage. [2581]

1934 25hp 4-door sports saloon by Rippon, black with blue leather. [2581]

1932 25hp 4-door sports saloon by Barker, newly reconditioned throughout. [2581]

YOU can buy with confidence from the largest distributors. [2581]

RIPPON BROS., Ltd. Huddersfield 6540 (5 lines). [0905]

OVERSEAS CARS, Ltd., 216 Rolls-Royce saloon, black, excellent condition throughout, 30,568 miles; what offers? For other Overseas Cars bargains see page 51. [2463]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2463]

J. MARSHALL offers:— [2581]

1928 Rolls-Royce 20/22 four-door saloon, black, brown leather; £265. [2767]

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2569. [2767]

R. C. MORTLAKE offers:— [2581]

1934 25hp Rolls-Royce owner-driver saloon, Park Ward. [2581]

1935 25hp Rolls-Royce owner-driver saloon, Freestone & Webb. [2581]

1935 owner-driver saloon with division, Park Ward. [2581]

1934 25hp enclosed drive limousine, Rippon Brothers. [2581]

R. C. MORTLAKE, 253, Kensal Rd., London, W.10, Ladbroke 3155. [7382]

CLANFIELD LAWRENCE offers:— [2581]

ROLLS-ROYCE Replica owner-driver saloon, modern coachwork; £950.—407, High Rd., N.12, Finchley 0091. [9183]

SOUTHERN MOTOR Co., Lowfield Heath, Nr. Crawley Sussex, Tel. Crawley 437. [2581]

OFFER the following cars:— [2581]

1938 Replica Rolls-Royce owner-driven saloon on 20-25hp chassis, many extras; price £1,150. [2581]

1938 Replica Rolls-Royce 4-5-seater drop head coupe on late type 20hp chassis; price £825. [2581]

BOTH the above cars have been reconditioned in our own works and carry our guarantee. [3647]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J
B

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to George S. Mayfair, 7444, London, W.1.

12-13 Tel. Mayfair 7444. (0065)

JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

SILVER Wraith touring limousine by Hooper, finished black with beige leather, 600 miles only, first registered September, 1947.

SILVER Wraith sedan de ville by H. J. Mulliner & Co., Ltd., finished maroon with pique front and beige cloth to rear, 14,000 miles, first registered 1948.

PHANTOM III owner-driver semi razor-edged saloon with division and commodious boot by Freestone & Webb, Ltd., finished black and green, overhauled 1947, first registered December, 1936, most attractive car.

PHANTOM II foursome drop head coupe by Barker, finished black with grey leather upholstery, first registered June, 1935; £750.

20-25 saloon with division and boot by Park Ward, Ltd., finished black with blue leather, mileage 50,000, first registered April, 1935; £950.

25-30 enclosed drive limousine by Mayfair, with face-forward extra seat, finished black with black leather to front and beige to rear, mileage 25,000, first registered July, 1936.

25-30 enclosed drive limousine by Windover, finished black, with fawn cloth to rear and black leather to front, face-forward seats, only 26,000 miles, originally registered 1935.

DETAILS of new Rolls-Royce cars for early delivery on application.

UDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. (2686)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1945, mileage 21,270, black and brown with beige leather upholstery, a specimen car indistinguishable from new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (3107)

MASCOT MOTORS, Ltd., offer the following:—

1938 30hp Barker owner-driven saloon.

1935 25hp Hooper special sports saloon.

1933 25hp T. and M. enclosed limousine.

1932 25hp T. and M. sports saloon.

1928 20hp Park Ward 4 light saloon.

1928 20hp Salmon 2-3-seater coupe.

WE are anxious to purchase 20hp and 25hp and 30-litre Bentley with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. (2365)

1928 Rolls-Royce Phantom I coachbuilt 9-seater bus body; £250; also

1933 Rolls-Royce 20-25hp Hooper 7-seater landaulet with beige leather upholstery; a specimen car

GEORGE NEWMAN & Co., 369 Euston Rd., N.W.1. Euston 4466. (1676)

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1935 Rolls-Royce 20-litre owner-driver saloon by Barker, black, brown hide, H.M.V. radio, really exceptional condition; £1,195.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. (1772)

ROCHE SIMONS & Co., Ltd.—1935 Rolls-Royce 7 passenger limousine by Windover, leather throughout; £1,295.

1937 Rolls-Royce 7-passenger limousine by Hooper, sweet, all; £1,695.

25-30 Rolls-Royce 4-door owner-driver saloon 43,000 miles, first registered 1937; £1,475.

94, Gt. Portland St., W.1. Lan 1343-4. (2462)

1934 (Nov.) 20-25 Rolls-Royce 7-seater limousine, perfect condition, new tyres.—Vidler, 43, Crawford St., W.4. Pad 4915. (1521)

OWNER-DRIVER 1935 Barker 25hp 4-door-Saloon, bucket seats, large boot, modern lines, delightful condition, most exceptional carriage. Below

WRAITH Overdriver 1939-30hp Park Ward 4-door semi-mittred edge Sports Saloon, capacious boot, leather, bucket seats, black, 44,000, meticulously maintained. Seen: Alpe & Saunders, Providence Court, Grosvenor Square. (2941) Mayfair. (1532)

£365.—Rolls 25hp saloon, 6 seats, leather, division, 1930, good running order.—Frank Dale, 66, Princes Gate Mews, S.W.7. Ken. 6660. (1532)

1934 Rolls-Royce 20-25hp limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. (1706)

1929 model 20hp Barker 7-seater, enclosed-drive landaulet, licensed Dec., excellent car for hire work.—Slo. 4634, 57, Pavilion Rd., S.W.1. (2291)

1935 model Phantom II, long chassis only, complete front and rear end, new wings, all lamps, etc., engine reconditioned, guaranteed 12 months, £680.

1935 Phantom II 7-passenger limousine, privately owned, mileage 35,000, genuine really first-class condition, almost as new; £1,275.

COMPTON, 69, Westway St., Crystal Palace, S.E.19. (1911)

£850.—1935 25hp very modern sports saloon with built-in rear locker, 17 months' use since £800 overhaul and V.B. and coachwork as new.—White Cottage, Hyde Heath, Nr. Amersham, Bucks. Chesh'n 254. (2909)

ROLLS-ROYCE

A&S—Offer exclusive selection Rolls-Royce Limousines. (Mechanical guarantee certificate).

£865.—Limousine 1934/25hp Barker, Hooper, par-
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(mechanical guarantee).

LIMOUSINES 1935/25hp (ride control) Hooper, Barker,
partition, bench occasional, black, irrefragable
condition, £900.

LIMOUSINES 1937/1938 Windover, Hooper, (30hp) 7-
forward, partition, black, immaculate, magnificent
sweet tail carriages, exceptional value.

PHANTOM II Limousines 1934/1935 Hooper, Barker,
Windover, black, bench occasional, immaculate,
1948-condition, reasonably low mileages.

PHANTOM III Limousines 1938 Barker, widest occa-
sional, mileage 12,000, swept tail, also Hooper,
26,000, low cost.

WRAITH 1939 Windover 30hp Double Enclosed Limou-
sine, widest occasional, 30,000, black, meticulously
maintained, beautiful carriage. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. 17
Grosvenor Square, W.1. Mayfair. (2543)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bourne-
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retailers and repairers; reliable used cars in stock. (3865)

1935 delivery ride control 20-25 Rolls-Royce, fitted
with most attractive sports saloon body by
Gurney Nutting, colour black, green leather upholstery.

1932 delivery Phantom II sports 2-3-seater by
Hooper.

1931 Phantom II super sports open 4-
seater by Freestone and Webb.

PADDON BROS., Ltd., 60, Cheval Place, South Ken-
sington, London, S.W.7. (Ken. 9477-8.) (2126)

1939 Rolls-Royce Replica drop head coupe, black
and cream, 20hp, absolutely new condition.
—Taylor, 37, Elvaston Place, S.W.7. Western 0489 &
7002. (3006)

25-30hp Rolls-Royce 4-door cabriolet by Wing-
ham, chassis overhauled by Rolls-Royce,
magnificent convertible coachwork finished in black
with blue upholstery; £1,850.

OFFERED by Clarke's of Pirbright, Automobile En-
gineers. Officially appointed Retailers and Repairers of
Rolls-Royce cars. Tel. Brookwood 2201-2-3. (6559)

LIMOUSINES. 1935/1939. 20/25hp and 25/30hp
roomy 7-seaters, small mileages, from 1,000 gns.
exchanges, hire purchase.—Lawton-Goodman, 56, North
Audley St., W.1. Mayfair 5360. (8217)

THE property of the Earl of Powis, Rolls-Royce 7-
seater saloon, 40/50 1935 perfect condition, total
mileage 24,291; overhauled recently by Rolls-Royce;
and since then not used; price £1,100.—Col. H. D. Harrison,
Powis Castle, Welshpool. (2315)

1936 20/25 Rolls-Royce, fitted with a most attrac-
tive saloon (with boot) by H. J. Mulliner,
finished black with blue leather upholstery, radio, two
spare wheels; £1,275.—Harry Martin, 23, Devonshire
Place Mews, London, W.1. (3061)

BARTLETT—Rolls-Royce, registered 1937, 25hp
sports saloon, speedometer, 18,000 only; £1,600;
Rolls-Royce 25hp drop head coupe; £1,350; Rolls-Royce
1932 H. J. Mulliner saloon; £700; Rolls-Royce Replica;
£750.—27a, Pembroke Villas, W.1. (19929)

1939 Wraith, W.L.B.24, black limousine by Barker,
small mileage and beautifully maintained;
for sale due to owner's decease; view and trial by ap-
pointment with Colonel Paton, Lindens, Lincoln Rd.,
Peterborough; offers over £2,200 will be considered. (2436)

ROLLS-ROYCE Phantom 3 Continental chassis with
Hooper close-coupled saloon body in black and
cream with brown leather; first registered mid 1932;
mileage under 42,000; the whole car in excellent con-
dition; £1,600.—Watsons, St. Peter's Street, Lowestoft.
Tel. 683. (2358)

365 gns.—Rolls-Royce 1929 20hp Park Ward 7-seater
limousine, black, winding partition, face-
forward occasional, good tyres, carefully used, excellent
condition; terms, exchanges, list, open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Hamp-
stead Tube). Hampstead 6041. (2627)

Rolls-Royce Cars Wanted

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal
are invited to communicate with the Swain Group
of Companies, London office, H. R. Owen, Ltd., 17,
Berkeley St., W.1. Tel. Mayfair 2935. Head Office,
Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax,
Yorks. Tel. Halifax 5944. (0516)

THE CAR MART, Ltd., wish to purchase Rolls-Royce
cars.—320, Euston Rd., N.W.1. Euston 1212. (0970)

J. MARSHALL. 369, St. Albans Rd., Watford, Tel.
Garston 2569. (5759)

WANTED for £250, 20-25hp Rolls-Royce.—Box 4282,
Rowland Smith's, (Hampstead Tube). Ham. 6041. (0984)

A&S interested purchasers modern 25/30hp Saloons
with boot, also 7-passenger 25/30hp Limousines
1933/1948.

A&S III Limousines and Saloons. Alpe & Saun-
ders, Providence Court, Grosvenor Square, Mayfair.
2941. (1809)

WE are open to purchase any type pre-war Rolls-
Royce cars, complete or otherwise.—Compton, 69,
Westway St., Crystal Palace, S.E.19. Liv. 3362. (7457)

CENTRAL GARAGE, CROYDON, are interested to
receive details of Rolls-Royce 20/25 or 25/30 sports
saloons, for disposal.—Fell Rd., Croydon, Tel. Cro. 7464.
(2724)

Rolls-Royce Cars Wanted

RIPPON BROS., Ltd., the Northern Rolls-Royce
specialists, special retailers and repairers, wish to
buy good late model Rolls-Royce.—Huddersfield 6340 (5
lines). (0115)

THE BASINGSTOKE MOTOR CO., Ltd., wish to pur-
chase late 20hp and early 20/25 and late Phantom II,
particular cars with open coachwork.—By-Pass Rd.
Basingstoke. (2839)

JACK OLDING, Ltd., 8-10, North Audley St., W.1,
official Rolls-Royce and Bentley retailers are in-
terested in the purchase of Rolls-Royce cars in first-
class condition. Mayfair 5242. (0815)

CHARLES FOLLETT, Ltd.—Officially appointed re-
tailers and repairers, buy good late cars.—31
Berkeley St., W.1. May. 6266. Service works in
stores: 12, Wellesley Ave., W.6. Ave. 1413. (8364)

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-
Royce cars, servicing or complete overhaul,
mechanical or coachwork. Large stocks of spares for
all models.

WORKS.—Lombard Rd., Morden Rd., Merton
S.W.19. Liberty 7222 (8 lines). (0828)

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SPARES and service. The only officially appointed
Rolls-Royce special retailers and repairers in the
county of Hertfordshire. (0628)

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tailers and repairers.

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SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (8368)

ROVER 10

R. F. FUGGLE, Ltd.

1946 Rover 10 6-light saloon, black with brown
hide upholstery, 12,000 miles, indistinguishable
from new; £915.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel.
1865. (2466)

1940 Rover 10 saloon, black/brown leather, per-
fect; £595.—L. P. Dove Ltd., Mid-Surrey
Used Car Centre, Guildford Rd., Woking 1282. (2568)

£69 cash.—1931/2 Rover 10, 4-door saloon, sound
bodywork and in running order; open 9-8 week-
days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neas-
den, Gladstone 8605-6. (2682)

1946 (November) Rover 10 saloon, black, 23,000
miles, condition literally indistinguishable
from new, any trial; £690.—Wembley Court Motors,
High Rd., Wembley. Arnold 5221-2. (1228)

ROVER 12

1947 Rover 12 saloon, grey with blue cloth, 18,000
miles; a very fine smart car; £975.

LIGHT CAR CO. (Quality Cars), Derby. Tel. 3658.

ROVER 12 maroon saloon, 1947, Rover maintained,
perfect; £1,075.—31, Arboretum Rd., Walsall. (1305)

£525.—1935 Rover 12 sports saloon, black, brown
leather upholstery, showroom condition,
nominal mileage.

MAKIN & HARRISON, 492-6, Chiswick High Rd.,
W.4. Chiswick 0558-2619-6331. (2942)

1947 Rover 12hp 6-light saloon, black with fawn
cloth, genuine 23,000 miles, one owner, ex-
cellent condition; £1,025.

C. H. TRUMAN & Co., Ltd., 61a Mansfield Rd., Not-
tingham. Tel. Nos. 43567-8-9. (1528)

1947 (Sept.) Rover 12 sal., black, brown,
leather, 7,000 miles, as new; £1,175.—
Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 3338. (1428)

£495 (unmarked; terms, exchanges).—Great West-
ern Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Padding-
ton Station). Ambassador 1061-2. (9947)

1946 Rover 12 saloon 6-light, finished black, with
brown leather upholstery, 20,000 miles, in
beautiful condition throughout; £925.—Leigh Park
Motors, Ltd., Datchet, Bucks. Tel. 54. (2281)

1938 (June) Rover 12hp saloon, exceptionally fine
condition throughout, one owner, spotless
reconditioned engine; £525.—Reeves Motors, Grand
Parade, Forty Lane, Wembley. Arnold 3004. (2686)

1938 Rover 12 sports saloon, 32,000 miles, dark
blue, £450, also 1935 Rover 14 saloon,
60,000 miles, maroon, £250, would consider exchange for
later car; private owner advertising.—Box 4318. (2975)

1947 (Dec.) Rover 12hp 6-light de luxe saloon,
grey, blue leather, H.M.V. radio, genuine
14,000 miles; £1,025.—Gibsons Sports Cars (Christ-
church) Ltd., Lyndhurst Rd., Christchurch, Hants.
Tel. 1691. (2843)

ROVER 14

BROOKLANDS.

1947 Rover 14hp saloon, black, speedometer read-
ing 11,000 miles.

103 New Bond St., W.1. Tel. Mayfair 8351/6. (2792)

BROWNS for Rovers.

1940 Rover 14hp saloon de luxe, immaculate con-
dition, £615.—Browns Garage, Loughton
(Essex) 4119 (Tube). (6469)

JAMES SIMPSON (SALES) offer:—

1937 Rover 14, in exceptionally good condition;
£425.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244,
Brompton Rd., S.W.3. Ken. 9464. (1920)

1939 Rover 14 sports saloon, black/blue leather,
2,000 since engine reconditioned, radio, one
owner; £595.

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-
Thames, Kin. 2241. (2660)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

1936 Rover 14 saloon, immaculate condition; £325.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (1959)

1937 Rover 14 saloon, overhauled, black, excellent condition; £375.—Godfrey J. Crawley, Hillside Winchelsea, Sussex. (1922)

£550—Rover 14 1939 4-dr. sin., excellent condition throughout, a really faultless car mechanically. Many offers.

BENMOTORS, 1, Clarendon Road, Holland Park, H.P. 3066-7, Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). (1272)

1938 Rover 14 saloon de luxe, black, brown leather, reconditioned throughout; immaculate; three months' guarantee; £425.

TANNER Bros., 871/875, Fulham Rd., S.W.6. Ren. 4494. (12329)

1939 Rover 14 saloon, black, reasonable mileage, well maintained, excellent condition; offer.—Machin, Kennedy House, Kingsland, Shrewsbury. (12927)

1935 Rover 14 saloon, black, in exceptionally good condition throughout; bargain; £200.—Wembley Court Motors High Rd., Wembley. Tel. Arnold 5221. (15063)

595 gns.—Rover 14 1940 model four-door drop head coupe, black leather, new hood, carefully used, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (12954)

ROVER 16

J DAVY offers:—**ROVER 16** 6-light saloon, 1947, as new, 12,000 miles; £1,295.

J DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. (13194)

H. A. SAUNDERS, Ltd., offer:—**1947** Rover 16 saloon de luxe, 6,000 miles; £1,165.

SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. (12603)

1947 (July) 16 Rover Sports sal., 3,000 miles, black, fawn int.; £1,575.

1947 (July) 16 Rover 4-light Sports sal., 7,000 miles, grey, blue leather, as new; £1,295.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (12672)

1938 Rover 16 saloon de luxe, grey/blue leather, 4,000 since engine reconditioned; £535.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (12681)

£1195—Rover 16hp sports saloon, black, with blue leather, 15,000 miles, H.M.V. radio, licensed December, almost as new—96 & 98, Upper Richmond Rd., Putney. Tel. 4581. (12678)

1947 Rover 16 black saloon, owner driven, low mileage, excellent condition, oil changed every thousand miles, any trial, licensed Dec., 1950, with petrol; £1,125.—Brierley, Tel. Burnley, Lancs 3554. (12869)

1947 October, 16hp sports saloon, black, brown hide upholstery, absolutely immaculate, carefully used, fitted heater and sunscreen, any test, £1,200 or near.—Adkins, Broom, Bedford-on-Avon, Warwickshire, Tel. Bedford-on-Avon 69. (12348)

16hp Rover saloon (1948) for sale; this car has been chauffeur cared for and is in immaculate condition; it can be seen and said that it is now just about run in and would give undoubted pleasure to any discriminating owner; price £1,550.—Apply by letter to, O. R., 15, Victoria Drive, Wimbledon Common, S.W.19. (12316)

ROVER 60 & 75

RIPCO, Ltd., offer:—**1948** Rover 60 saloon, black, grey leather, 10,000 miles, one owner, immaculate; £1,395.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952-4. (12495)

TOM GARNER, Ltd., offer:—**1948** Rover 75 sports saloon, black with grey leather, radio, etc., 7,000 miles.

1948 Rover 60 sports saloon, stone with grey leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8265-6. (12400)

PHILIP RICKARDS, Ltd., offer:—**1948** (Oct.) Rover 75 sports saloon, 6,000 one owner—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (12499)

WADDINGTON MOTORS, Ltd., offer:—**1948** (Oct.) Rover 75 6-light saloon, 10,000 miles, one careful owner loose covers fitted since new, unmarked, £1,450.—Fortun, Green Rd., N.6. Ham. 2211. (11496)

6000 miles.—1949 Rover 75 sports saloon.—Ernest Sutton, Cleeve Hill 95 (Cheltenham) (Trade enquiries only please.) (1901)

ROVER 75 late 1948, immaculate condition, fitted with H.M.V. radio and heater, colour maroon, £1,375; open to any inspection.

HOLDSTOCK ENGINEERING, Ltd., Canterbury Rd., Sittingbourne, Kent. Tel. 832 and 833. (1560)

1948 75 Rover 6-light sal., 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3535. (1426)

1948 (July) Rover 75 sports saloon, black, one owner used since new on half duty licence (basic petrol only), mileage negligible, literally as new; £1,475. (12954)

DOBSONS, Ltd., Rover Agents, Staines, Middlesex. Tel. 801. (1646)

1949 12hp type 60 saloon, black, 11,000 miles, fitted heater and H.M.V. radio, exception condition; £1,425.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (12823)

EVANS (WIMBLEDON), Ltd., area main dealers for Rover cars, 1948 Rover 75, 6-light saloon, fitted H.M.V. radio/hood, heater, etc., moderate mileage, colour green; £1,475.—Alexandra Rd., Wimbledon 0163-4. (12994)

ROVER 60 & 75

(March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (16391)

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

Bristol (Bristol 21326).

Bournemouth (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0029)

COOMBS & SONS (GUILDFORD), Ltd.,

OFFER:—

1947 Rover 12 saloon, black and beige, low mileage, immaculate condition.

1947 Rover 14 sports saloon, blue, really good car.

1948 Rover 16 saloon, black and beige, low mileage, absolutely spotless.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. (15697)

BEARTS, of Kingston, Rover specialists sales, spares, repair.—102, London Rd., Kingston. Kingston 3342.

1947 Rover sports saloon, black, with fawn upholstery, in the same exclusive order, one owner, 18,000 miles; indistinguishable from new; £1,025.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. (1779)

£895—1947 Rover 10hp saloon de luxe, black, brown leather in spotless condition, superb little motor, very low mileage, push-button Radiomobile, etc.—See below.

£525—Rover 14hp saloon de luxe, 1939, original finish (black), dark blue hide interior, whole car in very clean condition, all Dunlop tyres nearly new; 3 months' written guarantee.—See below.

£595—Rover 16hp sportsman's saloon, March, 1939, at first sight most easily be mistaken for 1947 model, not only on account of the many post-war features, but also because of the condition of the car, which is entirely original throughout, cellulose upholstery, best lining and even the mats being splendidly preserved, as will be revealed by a most minute examination of the car's condition. Mechanically this particular Rover is in the same exclusive order, the engine is quiet, with almost silent tick-over, acceleration is vivid, but with effortless and smooth high-speed performance. Late owner has spared no expense in the matter of maintenance and additional luxuries, radio, heater, demisters all being installed. We welcome any rigorous examination by A.A., R.A.C. or other qualified engineer, on what we feel must be one of the most attractive fully guaranteed Rover 16s offered to-day at the price.

CAMDEN MOTORS, the Rover specialists, Lake St., Leighton Buzzard, 78 Rovers of all hp's in stock.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 guaranteed used cars in stock. Write for our 18-page Stock List and special offer of full refund of extra petrol tax on six months' basic ration. Free delivery of any car anywhere in the United Kingdom. Easy and confidential hire purchase. Tax and insurance on the spot enable you to drive away at once; part exchange on any car. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Sat.-Mon. (12565)

Rover Cars Wanted

C THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. (0971)

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents. (0030)

R ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0985)

URGENTLY required, good Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Lusham 0012. (12518)

Rover Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (16136)

WANTED, post-war Rovers, all models.—Send details to:—

A R. G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. (00321)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. (0816)

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Ripplaway 1285. (0464)

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6522. (17796)

JACK ROSE, Ltd., require low mileage Rover cars.—are anxious to buy small mileage out-of-covenant Rover cars.—J. Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (17673)

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2269. (0680)

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford, Tel. 28827-8. (0215)

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (17394)

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. (12441)

DAVID ROSENFELD, Ltd., Rover Distributors, Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. (0554)

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse powers, in good clear condition, 1938-40; write, call or phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. (12549)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (15843)

Rover Spares and Service

R. P. FOWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4816-9. (04043)

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0555)

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham, have distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Acc. 1681. (10268)

SINGER

CAR MART, Ltd., **SINGER Super 10** 1948 saloon, 1,000 miles; £745.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (12582)

J DAVY offers:—**NOVEMBER**, 1947, Singer 10 de luxe saloon, excellent condition; £625.

J DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. (18922)

WADDINGTON MOTORS, Ltd., offer:—**1939** Singer 9 saloon, unmarked, full basic from last December, taxed; 290gns.—Fortune Green Rd., N.W.6. Ham. 2211. (1495)

SINGER saloon, 1936, 11hp, good order, full petrol; £135.—Popesgrove 2255 after 7 p.m. (12893)

£545—1947 model Singer 10 de luxe saloon, maroon, red leather upholstery, 19,000 miles, immaculate condition throughout.

MAKIN & HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6331. (12944)

295 gns.—Singer 9 1935 Le Mans sports 4-seater, red, 9 years' tax; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (12828)

£25—Singer saloon, 1926, excellent every day running order, taxed.—P. Hume, Kendall Mayhills Linkway, Sutton, Surrey. Vig. 1264. (18992)

1948 9hp Roadster, black, red hide upholstery, 8,500 miles, faultless condition; £550.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. (12825)

10 hp saloon, 1943, one owner, 6,000 miles, finished black, condition as new; £685.—Recommended by the Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. (12824)

£175—Singer Le Mans 4-seater, cream, 1935, regularly maintained, excellent condition all round, weather equipment, tonneau cover, twin spares, new battery, a well-cared-for and attractive little car.—Box 4311. (12968)

Singer Cars Wanted

C THE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. (0719)

R ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0986)

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). (15829)

WANTED, 1939 Singer 9 roadster, must be in good condition; send all details to—E. K. Huxtable, Gannore, Brynna Rd., Pencoe, Glam. Tel. Bridgend 572, business hours. (12335)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Spares and Service
AUTOMENDERS are specialists in Singer service and overhauls—Automenders, Longview Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754]
GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.
SINGER spare parts for 9 10 and 12hp 1936/1949 models; please quote make, model, and year. Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square Bristol 8. Tel. 22514. [0217]

SPORTS CARS
BLAKES,
The Northern Sport and Racing Car Specialists.
Buy and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
J. BLAKE & Co., Ltd.
110, Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [4000]

B. & G. MOTORS, offer:—
£190—Riley 9 Lynx open sports 4-seater, lxd. December, new side screens, immaculate condition, excellent tyres, knock-on wheels.
£185—Singer 9 Le Mans 2-seater, twin spares, a very fine example of this popular marque.
£165—Riley 9 (March) special open sports 4-seater, taxed, polychromatic finish, slab tank quick fillers, fold-down screen, etc., sound as a bell.
£155—Austin 7 Nippy open sports 2-seater, cream, mechanically exceptional, oil consumption negligible, excellent tyres, hood and screens.
£138—Singer 9 open sports 4-seater, very smart, last little car.
£120 Wolseley Hornet EW special competition 2-seater, scarlet and chromium, two spares, twin carburetors, 4-speeds, excellent tyres, large updo, etc., really goes like the wind.
B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [1641]

SCUDDER & WALL offer:—
1928 6½-litre Bentley, in perfect mechanical order, with new body, hood and tonneau; this streamlined motor is a very cleverly disguised commercial vehicle and though apparently a 2-4-seater, it has a colossal carrying capacity for goods; tax is £25 yearly and being a commercial vehicle it runs on red petrol, £200 or near offer.
PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [2158]

CHARACTER CARS offer:—
BUGATTI Type 35, ex-Seaman road equipped Grand Prix 2-seater, £10 tax.
ALFA-ROMEO 1934 supercharged 17/50 drop head, £10 tax.
ROLLS-ROYCE 1920 Silver Ghost limousine by Vandenberg, Paris.
PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.
CHARACTER CARS, 124-126, Haydon Rd., Wimbledon, S.W.19. Liberty 6285-6. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [2964]

RAYMOND WAY, the hire purchase specialists!
RAYMOND WAY, of Kilburn.
50 sports cars of all types under £300.
5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station Bakerloo Line). Mal. 6044 (10 lines). [3577]

SPEEDSTERS, Ltd.—The finest sporting cars in the country.
SPEEDSTERS, Ltd.—1940 series speed model type C Aston-Martin, registered June, 1939, atomic streamlined 2-seater body in maroon and grey, bronze head, hydraulic brakes, Scintilla Vertex, Scintilla lighting and starting, road tested by us at 109 mph, about 25 mpg, new battery, good tyres, very rare car.
SPEEDSTERS, Ltd.—£10 tax, Invicta low chassis S model, 4½-litre, ex-Lance Macklin, rebuilt and re-registered July, 1949, brand new 5-seater open body in blue and silver; we understand that about £1,200 was spent in the rebuilding, whole engine and forepart chromed or burnished, tested by us at 112 mph, about 22 mpg, a truly wonderful car.
SPEEDSTERS, Ltd.—Alfa-Romeo supercharged twin S camshaft 1½-litre, completely rebuilt from the Campr single-seater, now fitted with particularly attractive 2-seater body in Alfa red, by James Young, special racing line, 102 mph on pool, receding radiator, disappearing hood, all new tyres, everything tight and sound.
SPEEDSTERS, Ltd.—Alfa, Aston, Bentley, Bugatti, S Cord, Invicta, Jaguar, Mercedes, M.G., Minerva, Singer, Vauxhall.
SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salford, nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [1728]

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee.
1947 H.R.G. 1½-litre aerodynamic 2-seater Concorde d'Elegance winner, outstanding, £725; 1933 Alfa Romeo, £140; 1925 M.G. bullnose saloonette, amazing condition, one owner, director of Morris Garage, £150; 1936 Renault 18hp drop head foursome, £160; 1934 Morris Oxford tourer, £50; 1934 Vauxhall 14 tourer, £155; 1931 Wolseley Hornet 2-seater, £120; 1933 Wolseley Hornet special Abbey 4-seater, £175; 1932 1½-litre Bugatti 2-seater, f.w.b., £160; Brooklands Morgan J.A.P. 3-wheel, 1931 Wolseley 2-seater, rebuilt hydraulic brakes, as good as new, £200; 1925 Riley 9 2-seater with dickey, £85; choice of 5 Riley 9 Monaco; immediate insurance hire purchase on all cars; resket cannot cope with written enquiries. [2249]

£195—Rolls-Royce Phantom I, tourer.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1687]

SPORTS CARS
SEE our classified advertisements under M.G. and unclassified.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 683. [2458]

JAGUAR S.S.100 3½-litre, 1939, high compression bronze head, excellent competition trim, maker's overhaul; offers.—Box 4023. [3025]

£350—Siddley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [9773]

£139—Vale Special 2-seater, 8hp 1933, excellent condition, new hood; no offers, taxed, £1. Cloisters Ave., Bromley, Kent. [12904]

CHIPSTEAD MOTORS, Ltd.—See our advertisements in this column next week.—The Onslow Garage, 197, Fulham Rd., S.W.3. Tel. Flaxman 0052. [2453]

£195—1937 Austin Nippy sports special 2-seater, no dealer's fitted Ford 8 engine, rear tank and twin spares, terrific performance, good tyres; an enthusiast's car.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2191]

£375—Hotchkiss G.S. sports coupe; £175, 1934 12hp Wolseley coupe; £135, 12hp Wolseley Hornet 4-seater; £105, Austin 7 tourer; £95, Morris 8hp sports 2-seater.
SEE also under Alvis.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3552, 4710. [12748]

NEW production; County 1950 roadster, 10hp, 2/3-seater, sports aero-dynamic body, engine and parts Ford manufacture; £475, plus P.T.; enquiries invited; see dealer.—Edith Row Works, 605, King's Rd., Ham, S.W.6. [2915]

LAGONDA 16-80 sports pillarless saloon, first reg. 1935, laid up since beginning of 1941 except for short period and checked over by Lagonda specialists, new tyres, excellent condition, view Surrey; accept best offer over £200.—Box 4286. [2437]

INVICTA 1929 4½-litre, 12 years off the road, special aluminium open, 2/4-seater, green, high compression pistons, special con rods, 18mpg, and will cruise all day at 70mph; heavy consideration and new car delivered is reason for this sad parting; 12 months petrol; £200.—Brookes, 2, Somerettes Ave., S.E.12. [2357]

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987]

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [1289]

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753]

S.S.11 10hp 4-seater sports, very good condition, wireless, taxed; best offer.—Pearce, 6, Bishops Rd., Hove, Sussex. [2852]

1936 4340.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [1660]

195 gns.—S.S.1 1935 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2629]

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988]

HILLWOOD MOTORS offer:—

1947 Standard 8 saloon, low mileage, car in fine condition, roomy and economical; £425.
1946 Standard 8, a lively light car in perfect condition, very economical; £395.
HILLWOOD MOTORS, 565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [1648]

1947 Standard 8 saloon, grey, low mileage, very nice condition; £495.
BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2362. [1562]

1946 Standard 8 saloon, grey, blue leather, immaculate, mechanically perfect; 395gns.—Hatch End 750. [2914]

1939 Standard 8 drop head; £275; payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. [3009]

£298—Standard 8 1939 sal., leather interior, sliding roof, original cellulose, choice of three; many others.
B. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [2373]

1946 Standard 8hp saloon; £420.—Vandervells (buyers of good used cars), 215, Havestock Hill, N.W.3. Princes 4441. [2461]

395 gns.—Standard 8 Dec., 1946, tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2661]

1939 Standard 8 saloon, good runner and condition; £225; terms, exchanges.—Tel. Amherst 2000. Turner, 99, Clarence Rd., London, E.5. [3066]

WALTER SCOTT, Ltd.—1948 Standard 8 tourer, black, 13,000 miles, one owner, as new; £450.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [9788]

STANDARD 8hp 1939 (July) drop head coupe, 4 seats, in excellent condition throughout; £275 (quick sale desired or larger car purchased); inspection and trial any evening or w/end.—Tot. 7065. [2897]

TANKARD & SMITH, Ltd., offer 1946 Standard 8 4-seater open tourer in black with brown leather, genuine 15,000 miles only, specially fitted with maroon hood, hood bag and connex cover, as new in every respect; £435; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [2377]

1938 (June) Standard 9 de luxe saloon, leather upholstery, excellent condition throughout, taxed, reg.; £295.—Selhurst Park Garages, 44/46, Prince Rd., Selhurst, S.E.25. Tel. 3144. [12716]

STANDARD 10
1936 Flying Standard 10, 4-door, one owner; £200.—Write, BCM/WZA, London, W.C.1. [12967]

£135—1934 Standard 10 4-door de luxe saloon, black good runner, clean condition; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2190]

STANDARD 10hp de luxe saloon, 1936/7 model, grey, taxed year, good condition; £225.—Welham's, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [10395]

1937 Standard 10 saloon, grey, in very good condition throughout; £260.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [1223]

STANDARD 12

GUY SALMON AUTOMOBILES offer:—

1947 Standard 12 saloon, black with brown leather, nominal mileage; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [1931]

ACE SERVICE STATION (LONDON), Ltd.

1947 Standard 12hp saloon, black; £675.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2584]

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—J. Shephard & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. [3963]

1935 Standard 12 saloon, rebored engine, relined brakes, ready for the road; £155.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [2989]

1938 Standard 12 saloon, black, excellent condition throughout, an ideal family car; £325.
M. B. MOTORS, 266, New Cross Rd., London, S.E.4. Tideway 3779. [1907]

1946 Standard 12hp de luxe, black, brown leather, heater, low mileage, excellent condition throughout; £595.
IVER SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. [2446]

STANDARD Flying 12 foursome drop head coupe, special Avon body, late 1936, most attractive car; £275.—Macaulay 1265. [2834]

1937 Standard Flying 12 saloon. A really good car.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [19170]

1938 Standard 12 saloon, in very good condition and excellent running order, just overhauled; £260.—Gourlay, 16, Regents Park Terrace, London, N.W.1. [2819]

1938 Standard 12 drophead coupe, repainted black, red upholstery, excellent throughout; £375; Bruce France, 8a, Cromwell Mews, South Kensington, Fica. 0513. [2478]

1937 Standard 12 saloon de luxe, finished in blue with blue leather upholstery, completely re-sprayed; £265; 3 months' written guarantee.—Tandard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodner 2051. [3047]

1939 Standard 12 drop head coupe, one owner, 23,000 miles, particularly smart condition throughout; £445; examine, invite test drive, exchanges; 3 months' guarantee.—Chain Garages, Ltd., Hanser Lane, Ealing, W.5. Perivale 4404. [3042]

STANDARD 14

BASIL ROY.

1947 Standard 14hp saloon, black, leather upholstery, very nice condition; £695.—161, Great Portland St., W.1. Langham 7733. [9606]

R. F. FUGGLE, Ltd.

1948 Standard 14 saloon, one owner, 8,000 miles, black with blue leather upholstery; £825.
R. FUGGLE, Ltd., Bushey Heath, Herts. Tel. R. 1685. [2467]

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/green, radio, heater, 8,000 miles; £525.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [1638]

1947 Standard 14 drop head foursome coupe, black, red leather; £745.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1678]

325 gns.—1939 Standard 14 de luxe saloon, superb condition.—Autospins, 5, Balham High Rd., Balham 1509. [2991]

1948 Standard 14hp saloon, black, brown hide upholstery, 4,400 miles, radio, absolutely indistinguishable from new; £220.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 1260. [1167]

CASS'S MOTOR MART—1939 Standard 14 touring saloon, black, just fitted factory engine, written guarantee.—5, Warren St., W.1. Euston 4110. [5017]

1948 14hp saloon, black, brown, exceptional car, low mileage £880.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [2827]

STANDARD 1948, 14 saloon de luxe, black, red leather, as new throughout, chauffeur kept, low mileage, open to any inspection; three months' guarantee; taxed; £835.
TANNER BROS., 871/875, Fulham Rd., S.W.6. Ren. 4494. [2328]

£160—Standard 14/6, 1933, recent complete engine overhaul, in genuinely good condition throughout.—Northways Garage, Swiss Cottage, N.3. Primrose 1127. [2676]

1939 Standard 14, immaculate condition throughout, one owner car from new; £385.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [9658]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14

1938 Standard 14 black saloon, late owner very careful motorist, beautiful condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. (2956)

1948 (June) Standard 14hp saloon, colour black, blue leather upholstery, immaculate condition, very moderate mileage, fitted radio, taxed end of year, full petrol ration.—Apply Phillips, Mayfair 2153. (2568)

TANKARD & SMITH, Ltd., offer 1939 Standard super 14 saloon, in black with brown leather, very large comfortable car in exceptional condition, recent complete engine overhaul, £2465; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Faxman 4801/2/3. (2583)

STANDARD VANGUARD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (2586)

STANDARD VANGUARD saloon, colour bronze, brown leather, complete with radio, first registered March, 1949, mileage 9,900; £295. (2595)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (2590)

PRIDE & CLARKE, Ltd., offer:—

1949 Series Standard Vanguard saloon, 6,000 miles, immaculate condition; £875.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. (2746)

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, petrol—A. Brick St., Park Lane, London, W.1. 5712. (2486)

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,025 miles, immaculate condition; £1,044. Mayfair 9761. (1944)

1949 Standard Vanguard, 4,000 miles, radio and heater, grey, grey leather; £1,025.—G. Euston 4466. (2654)

GEORGE NICHOLAN & Co., 369, Euston Rd., N.W.1. (April) Standard Vanguard, black, blue leather, 8,000 miles, spotless condition; £895. Ives Service Garage, High St., Ives, Bucks. Tel. Ives 161. (2447)

1949 Vanguard saloon, low mileage, fitted radio and heater, leather upholstery, immaculate throughout. P. Mount Motors, 114, Tottenham Court Rd., W.1. Euston 7503 and 3526. (2753)

1949 Vanguard, black leather, 11,000 miles; £885.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7719 and 8676. (2718)

1949 Vanguard, green, red upholstery, radio, heater, 9,000 miles; £850.—Cook, Ham. 3028. Ganshill, Guildford 2507. (3028)

1949 Standard Vanguard, little used, spotless, radio; £990.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (2702)

1949 Vanguard, jewelled green, leather, Radio-mote, heater, air conditioner, full tool kit, full tax year, specially tuned, over 30 mpg; £935.—Derrington, 159, London Rd., Kingston 5621. (2787)

1949 (March) Vanguard, metallic grey, red cloth, H.M.V. radio and heater, 2,000 miles, as new; £1,050.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (2846)

1949 Vanguard grey, 9,000 miles, radio and heater; £875.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park 4 minutes from Clapham North Underground. Tels. Macaulay 5762 and Mal. 2873. (1778)

1949 May, Vanguard saloon, 4,500 miles, finished in blue and grey, radio, heater, loose covers, Rimbellishers, the smartest Vanguard in the country; £995.—Harry Martin, 25, Devonshire Place Mews, London, W.1. (3060)

STANDARD MISCELLANEOUS

CAR MART, Ltd., offer:—

STANDARD 12 1948 coupe, 11,000 miles; £745. Standard Vanguard 1949 saloon, radio and heater, 10,000 miles, 6 months' guarantee.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (2583)

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. (0052)

1948 Standard saloon, black, immaculate condition, moderate mileage, emergency sale; £695.—Tel. Hillside 5720. Burn, 59, Myddleton Park, Whetstone, N.20. (2850)

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax 4801-3. (Standard Cars Wanted)

Standard Cars Wanted

CAR MART, Ltd., wish to purchase Standard Cars.—150, Park Lane, W.1. Grosvenor 3434. (0973)

ROWLAND SMITH'S, the Standard buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0939)

I REQUIRE post-war Standard urgently.—Ryeport Rd., S.W.16. Tulse Hill 1288. (2538)

MARSTON MOTOR Co., Ltd., for you Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0181)

TIMMS MOTORS, Colindale Rd., Putney, S.W.15.—Cash buyers of Standard cars, all models.—Putney 8667. (2709)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. (0970)

Standard Cars Wanted

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0801)

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard car for sale.—75, Manningham Lane, Bradford, Tel. 2887-28. (0216)

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good condition; cash or exchange.—Tel. Gla. 2480. (0431)

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. (2757)

Standard Spares and Service

S & T SERVICE and spares for all models. MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies. (0301)

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). (0166)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 294359. (0166)

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.4. Bournville 3400. (0204)

BARKERS MOTORS (LONDON), Ltd., Ltd., Balham High Rd., S.W.17. (0522)

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. (0204)

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). (0359)

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5468. (0475)

BURKHURST GARAGE—Harrow agents for Standard Triumph; sales, repairs, reconditioned cars.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0255)

LANKESTER ENG. Co., Ltd. (distributors in Surrey call since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden Kingston, Kin. 3151-4. (0286)

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Marate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. (1572)

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—157-149, Widmore Rd., Bromley, Kent. 3456-7-8-9. (0367)

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Gilling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. (0002)

STUDEBAKER

J. MARSHALL, offers:—

1936 Studebaker 25hp 4-door saloon, free wheel and overdrive; £225. J. Marshall, 869, St. Albans Rd., Watford. Tel. Garston 2369. (1667)

STUDEBAKER CARS WANTED—SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. (18007)

Studebaker Spares and Service—CROWN wheels and pinions for all Studebaker models, state ratio.—Barlow & Chidlaw, Ltd., Pendleton, Manchester. (2115)

STUDEBAKER—A. STILE'S, Burton-on-Trent. (2441)

1947 Sunbeam-Talbot 21-litre tourer, colour bronze, over 8000h, at pre-war price; £595.—126, Belvedere Rd., Burton-on-Trent. Tel. 3672. (2441)

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 8,000 miles; £1,250. (2150)

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 5,000 miles; £1,325. (2150)

1949 Sunbeam-Talbot 90 left-hand drive saloon, grey, 7,000 miles; £1,139. (2395)

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 9,000 miles; £1,225. (2395)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (2668)

GUY SALMON AUTOMOBILES, offer:—

1949 Sunbeam-Talbot 90, 14,000 miles, carefully maintained.—81, 95, Fortmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (9092)

1939 3-litre Sunbeam-Talbot drop head four-seater coupe, black/brown leather, excellent condition; £695. C.M.C. (CATERHAM), Ltd., Croydon Rd., Caterham. (2771)

1949 (April) Sunbeam-Talbot 90 saloon, 5,000 miles, as new throughout; £1,275.—Egman Motors, 13, Euston Rd., N.W.1. Euston 8611. (2395)

1946 Sunbeam-Talbot 10hp tourer, silver grey, in very good condition; £800.—Ralph E. Sanders & Sons, Hitchin. Tel. 691. (2416)

GORDON CARS (LONDON), Ltd., 1946 Sunbeam-Talbot sports 10hp tourer, black, 12,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 8611. (2644)

SUNBEAM-TALBOT 10, 1948, 12,000 only, in immaculate condition throughout.—Egman's Garage (B'ham), Ltd., Balsall Heath, Birmingham, 12. Cal. 2945. (2426)

SUNBEAM-TALBOT

SUNBEAM-TALBOT 10 tourer, July '46, gunmetal grey, 24,000 miles only, condition as new; £595.—Sibley Garage (B'ham), Ltd., Balsall Heath, Birmingham, 12. Cal. 2945. (2426)

1948 Sunbeam-Talbot 10 tourer, 14,000 miles, fitted tonneau cover, spotlight, etc., silver grey, absolutely spotless; £750.—N. C. G. Cartlithers Works, Liskeard 5121. (2444)

1949 Type 90 saloon, finished bronze, red hide upholstery, 5,000 miles, fitted radio, one owner; £1,245.—H. A. Saunders, Ltd., 144, Golden Green Rd., N.W.11. Speedwell 0011. (2822)

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixon, Garage, 134 West Hill, Putney, S.W.15. Putney 0396. (0971)

£1095—Sunbeam-Talbot 90 sports saloon, in every way equal to a new car, having the additional advantage of being available for immediate delivery; immaculately finished in metallic grey, with grey leather, nominal mileage only at a price much lower than its present day market value.—See below.

£695—June 1947 Sunbeam-Talbot foursome d.h. coupe, very attractively finished metallic grey, with grey leather upholstery; has every appearance of very sparing use by one careful owner since new; in first-class mechanical order, and an outstanding opportunity at the price.—See below.

£495—Sunbeam-Talbot sports saloon, 1939, in genuine works reconditioned order, having had a nominal mileage only, since, nicely finished coachwork in black, with brown leather interior, the whole condition indicating careful use with regular and thorough maintenance; we specially recommend this very smart example.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381. Bedd 3115; over 400 guaranteed used cars in stock; write for our 18-page stock list, and our special offer of full refund of extra petrol tax on six months basic ration; free delivery of any car, anywhere in the United Kingdom; easy and convenient hire purchase; tax and insurance on the spot enable you to drive away at once; part exchange on any car; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Mon.—Sat. (2556)

Sunbeam-Talbot Cars Wanted

R. ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM—Lower Temple St. (Central 8411) MANCHESTER—129, Deansgate (Blackfriars 6677) MAIDSTONE—(Maidstone 3333) CANTERBURY—(Canterbury 3252) ROCHESTER—(Chatham 2231) WROTHAM Heath.—(Borough Green 4) R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0111)

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0990)

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28 Upper High St., Enson 9400. (1258)

SUNBEAM-TALBOT 10 tourer, post-war, for immediate cash.—Baxendale, 96, West Drive, Cleveleys, Blackpool. (2339)

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0802)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater, W.2. Paddington 1820. (2393)

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot Distributors Parliament W.1. Tel. 4458. (0462)

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 190-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. (10089)

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse powers, in good, clean condition, 1938-40 and post-war; write, call or phone, stating price required.

CAMDEN MOTORS, Ltd., Leighton Buzzard, Beds. Tel. 2381 and 3115. (2550)

Sunbeam-Talbot Spares and Service—NORTH and Central London.

CATERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. (0365)

ARMITAGE MOTORS (WESTMINSTER), 213-219 A Broadway, Wimbledon, and Wilton Mews 8, W.1. Liberty 4390. (6874)

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. (10519)

1937 Talbot 75 saloon, exceptional condition, taxed end of year, full rate; £265. X. L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8335. (2130)

TALBOT open sports 4-seater, very fast car, red and grey, many extras, beautiful order; £195.—Taylor & 37, Elvaston Place, S.W.7. Western 0489 & 7002. (3007)

325 gns.—Talbot 10 1935 model; foursome drop head, excellent condition, terms cash, 9-12 open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (2631)

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 35,000 miles only, synchronous, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Hamstead, N.W.3 (Swiss Cottage Tube) Primrose 5214. (19739)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Talbot Cars Wanted
ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991]

Talbot Spares and Service
PRESELECTION gear box service; spare parts supplied; recommended specialists—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0782]

TRIUMPH
BASIL ROY.
1949 Triumph 2000 Roadster, one owner, new condition; £995.—161, Great Portland St., W.1. Langham 7733. [9605]

CAR MART, Ltd.
TRIUMPH 1900 1949 Roadster, 10,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2584]

J. DAVY offers:—
APRIL, 1949, Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9 Logan Place, Earls Court Rd., W.8. Western 6493 [2635]
NEWNHAMS, Ltd.

1938 Triumph 14hp Dolomite saloon, black with red, moderate mileage.
1938 Triumph 14/60 Dolomite drop head coupe, black with brown.

NEWNHAMS, Ltd. House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1585]
RIPCO, Ltd., offer:—

1949 2,000 Razor Edge saloon, black, fawn leather, mileage 3,000; £1,285.
RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [2494]

A. STILES, Burton-on-Trent.
1947 Triumph 1800 Roadster, colour black, interior beige, immaculate throughout, carefully serviced; £785.—126, Belvedere Rd., Burton-on-Trent, Tel. 3672. [2440]

TOM GARNER, Ltd., offer:—
1949 Triumph 1800 razor edge saloon, gunmetal with grey leather, 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 265-6. [2401]

MCKINNON MOTORS, Ltd., offer:—
1949 Triumph razor edge saloon, 2000, 18hp, black, fawn leather, one owner, 7,000 miles, taxed full rate Dec.; £1,250.
1949 Triumph razor edge saloon, 1800, 14hp, grey, grey leather, one owner, 7,000 miles, taxed full rate Dec.; £1,195.
1948 (Oct.) Triumph 1800 Roadster, grey, blue leather, 5,000 miles, one owner, ex works condition; £975; confidential extended terms: 6 months guarantee.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [2371]

WARWICK WRIGHT, Ltd., offer:—
1948 Triumph 1800 R.E. saloon, black, brown leather, 10,000 miles; £1,125.
1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1846]

S. O. SMITH (MOTORS), Ltd., offer:—
1949 (May) Triumph 2000 razor-edge saloon; nominal mileage, unmarked condition; £1,075.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [2679]

1949 Triumph 2000 coupe, negligible mileage.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8936]

WANSTEAD MOTORS, Ltd., offer:—
1949 Triumph Roadster, grey, 4,000 miles; £1,050.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [8931]

GUY SALMON AUTOMOBILES, Ltd., offer:—
1948 Triumph Roadster, nominal mileage, excellent condition; £975.—Portsmouth Rd., Thames Ditton, Esherbrook 5531-2-3. [5194]

J. SHEPHERD & Co. (Enfield), Ltd., offer:—
TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £295.—D. J. Shepherd & Co. (Enfield) Ltd., 436 Hertford Rd., Enfield, Howard 1631. [1500]

1949 Triumph 2000 2-seater, grey, radio, mileage 1,500; £995.
1949 Triumph 2000 razor edge saloon, black, mileage 3,000; £1,225; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [1702]

1949 Triumph 2000 Roadster, 5,000 miles, black, as new; £1,075.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1679]

TRIUMPH Roadster, 1949, low mileage, perfect; £975.—Young, tel. Hampstead 0027. [2830]

GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 saloon, black, 15,000 miles.—Beige.
GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 Roadster, rust, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 1611. [2645]

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6485]

£250—1936 Triumph 2-litre Vitesse open 4-seater, excellent hood, all-weather equipment, tyres, etc.

BRIAN FINGLASS, Bugatti Sales & Services, 2, Pembroke Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755 [1226]

TRIUMPH
TRIUMPH Gloria '36 10.8hp blk. sal. perf. cond.; £240.—22, Brockenhurst Gdns., Ilford. [2657]

1947 (June) Triumph Roadster, gunmetal, 12,000 miles, immaculate; nearest to £775 seen Manchester.—Box 4309. [2566]

1949 Triumph Roadster 2000 model, 5,700 miles, as new; £1,035.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesey, Tel. 4371. [8601]

1939 Triumph 14 black saloon; £450; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3045]

1947 Triumph 1800 saloon, one owner, appearance as new, small mileage; any trial or inspection.—County Motors, Hereford, Ltd., Eign St., Hereford. [2432]

TRIUMPH Dolomite saloon, finished black with brown leather, mileage 38,000, first registered May, 1938.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [2668]

1947 (August) Triumph Roadster, 15,000 miles, indistinguishable from new; £775.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1527]

4000 miles.—1949 Triumph Roadster 2000 model, had 6 months' use only, unblemished condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2358. [1581]

1949 (May) Triumph 2000 razor edge saloon, 6,500 miles, chauffeur maintained, condition as new; £1,195.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). [2599]

TRIUMPH Gloria Vitesse, 1936, 10.8, thoroughly overhauled, show top condition; £250 or nearest.—18, Homefield Rd., Coulsdon, Surrey. Downland 4121. [1364]

1948 Triumph 1800 Roadster, black, excellent condition; £635.—Montrose Motor, N. H. Boswell, 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2081]

1949 (May) Triumph 2000 Razor Edge saloon, black, absolutely unmarked, 5,000 miles only; £1,300 or near offer.—Wilson, Park Hall, Kidderminster. [2894]

1947 Triumph 1800 Roadster, gunmetal grey, blue upholstery, low mileage, excellent condition, one owner; £735.—Brevet Flying Club, 11, Chesterfield St., Mayfair. [2591]

ROSE & YOUNG, Ltd., offer 1938 Triumph Dolomite 14/60 drop head coupe; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse 6464. [2416]

TRIUMPH Dolomite 14-60 saloon, superb condition, 1937, fast and imposing car; £350; exchanges, hire purchase.—B. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [2836]

1949 (April) Triumph 2000 saloon, black, with beige leather, mechanically perfect, coachwork and interior in magnificent condition; £350.—Full details from Douglas & Andrews, Whitton Rd., Hounslow 2735. [2945]

1949 (January) Triumph 2000 Roadster, finished mistletoe green and chromium with green leather, 6,000 miles only, absolutely spotless; offered with written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2505]

825 tons.—Triumph 1800, June, 1948, roadster, metal, blue leather, heater, twin Wind-up horns, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2632]

1949 (April) Triumph 2000 series razor edge saloon, finished black, fawn leather upholstery, fitted heater, press button radio, 8,000 miles only, one owner, exceptional condition throughout; £1,195, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [2720]

Triumph Cars Wanted
C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974]

ROWLAND SMITH'S the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992]

MARSTON MOTOR Co., Ltd., for your Triumph—N.15. Tel. Sta. 8000. Seven Sisters Rd., Tottenham. [0182]

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0604]

TRIUMPH Roadster in good condition for immediate cash.—Baxendale, 56, West Drive, Cleveleys, Blackpool. [2510]

Triumph Spares and Service
S & T
SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd. London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397]

NEWNHAMS, Ltd.
TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnhams House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539]

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinrake Automobile Co., Ltd., Stockport (Tel. 4464); and Frinco's Drive, Colwyn Bay (Tel. 3322). [0385]

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342]

UTILITY CARS
HAROLD RADFORD & Co., Ltd.

1937 (August) 27hp Chevrolet 4-door shooting brake in natural wood grain, one owner, mileage 38,000 only.

1927 fawn and natural wood grain, bench-type seats in front and rear, dropping tail board.

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panel shooting brakes or all-metal, Falmouth dual-purpose bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Km. 6642. [2604]

1947 Austin 10 Utilecon, 7,000 miles, one owner; £695.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2653]

1949 Bradford de luxe utility, 3,000 miles, one owner, as new; £595.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2655]

10 hp Utility Hillman, 1939, with exceptionally large and well-shaped body, wood finish; £295.
WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [2365]

1949 Austin 16 Countryman, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Sec. 588. [1374]

1946 Armstrong 18 utility, wood body; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8771]

1948 (Dec.) Bradford utility, fitted 4 seats, 4,600 miles only, as new; £450.—Murphy, 2, Pretoria St., Featherstone, Pontefract, Yorks. [2394]

1949 Bradford diesel 10cw utility, one owner, in first-class condition, tyres as new, spare engine, taxed and insured, small mileage, any trial.—County Motors, Hereford, Ltd., Eign St., Hereford. [2431]

Utility Cars Wanted
ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993]

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [0607]

UTILITY body required for 1936 Standard 10hp.—Barton, 645a, North Circular Rd., London, N.2. [2300]

WANTED, Ford V.8 or Humber ex-W.D. utility shooting brake, £10 tax essential.—Enderby, Furnace End 240. [2433]

12-16hp post-war shooting brake, private buyer, A.A. inspection.—Conrad, 17, Panton Street, Cambridge. [287]

VAUXHALL 10
1938 Vauxhall 10hp saloon de luxe, maroon, ver, fair condition.
WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [1522]

1947 (Aug.) Vauxhall 10 saloon; £575.—Grove Motors, North Rd., Southall 3477. [1688]

£325—Vauxhall 10 1938 4-dr. sln., an excellent car mechanically, good appearance, choice of two; many others.
CLARENDON ROAD, Holland Park, B. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [2374]

£365—1939 (reg. 1940) Vauxhall 10 de luxe saloon, black, red hide interior, a very clean vehicle, good running, good tyres; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2196]

1946 Vauxhall 10, black, brown leather upholstery, sunshine roof, in showroom condition; £565.—B. J. Hunter, Ltd., 22, Crickelewade Broadway, N. Tel. Gladstone 6303. [2651]

1940 Vauxhall 10 saloon de luxe, finished in black with green leather upholstery, immaculate condition; £395; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3048]

VAUXHALL 12
RIPCO, Ltd., offer:—
1948 Vauxhall 12 saloon, 6,000 miles, one owner, half rate tax, new condition; £775.
RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [2493]

1946 Vauxhall 12 saloon, one owner, excellent condition; £565.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1680]

1948 Vauxhall 12 black saloon, brown cloth upholstery, 5,000 miles; as new; £195 deposit, balance 1, 2, 3 years. [2651]

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. [1775]

£299—1938 Vauxhall 12 de luxe saloon, grey, blue hide interior, very clean throughout, beautiful runner, good tyres; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [2196]

£315—1937 Vauxhall 12 de luxe saloon, a low mileage specimen car.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [13056]

1940 Vauxhall 12, a recent record, engine, sound condition throughout; £375.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2184]

1939 Vauxhall 12 4-door de luxe saloon, exceptional condition throughout; £450.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2670]

1947 Vauxhall 12 (July), black saloon, 16,000 miles, heater, taxed, insured; perfect condition; price £650.—Tel. Uplands 8638. Wattenenden Arms, Old Lodge Lane, Kenley, Surrey. [1973]

VAUXHALL 14
DICKS CAR SALES offer:—
1939 Vauxhall 14hp saloon, just resprayed; £425.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, N. W.8. Maide 6889. [1568]

1938 Vauxhall 14 d.h. coupe, Salomon Tickford body, radio, exc. condn.; £375.—Tel. Macaulay 4158. [2886]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

£145—1934 Vauxhall 14 drop head coupe, grey, sound condition, good runner, bargain. **BRAY MOTORS**, 150-154, West End Lane, N.W.6. Hampstead 6490. [1935]

225 s.n.s.—1938 Vauxhall 14 touring de luxe saloon, excellent condition.—Autosnipe, 5, Balham High Rd., Balham 1509. [1939]

£735—1947 Vauxhall 14 saloon, black, brown leather upholstery, 17,000 miles, immaculate condition throughout. **W. A. CHISWICK**, 492-6, Chiswick High Rd., W.4. Chiswick 0556-2619-6331. [1943]

1946 Vauxhall 14hp saloon, black and brown, 19,000 miles, in excellent order throughout. **850**—Haskins, Ladbroke 1155. [1961]

£715—Vauxhall 14 de luxe saloon, blue, brown leather, nominal mileage, one owner, almost as new. **Robbins**, East Putney, Tel. 4581. [1969]

1936 Vauxhall 14 Wingham 4-door cabriolet, completely open or closed; extensive repair bills included. **£135**—A.Z. Motors, Palmerston Rd., N.W.6. Mst. 4725. [1969]

1939 Vauxhall 14, J-type, black/brown leather, reconditioned engine, very attractive car; **£485**; terms.—Arling Motors, Ltd., 46, London Rd., Romford 7294. [1949]

WALTER SCOTT, Ltd.—1936 Vauxhall 14 saloon, black, excellent condition throughout, taxed; **£200**.—39 College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5914. [1973]

1947-8 Vauxhall 14, black, with brown leather, in excellent condition throughout; part exchange enquiries welcomed.—Car may be seen and test at **F. P. Motley**, Ltd., 54, Streatham Hill, S.W.16. Tulse Hill 4488. [1956]

TANKARD & SMITH, Ltd., offer 1938 Vauxhall 14 drop sports saloon, in cream with maroon leather, most attractive car in very good mechanical condition, **£365**; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1938 Vauxhall 14 saloon, in polychromatic grey with red leather, very clean car, mechanical sound, **£355**; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4601/2/3. [1938]

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Wyvern 1948 saloon, 8,000 miles; **£850**.

VAUXHALL Velox 1949, radio, 8,000 miles; **£985**.

VAUXHALL Velox 1949 saloon, 5,000 miles; **£925**.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [1958]

RIPCO, Ltd., offer:—

1949 Vauxhall Wyvern saloon, 6,900 miles, one owner, immaculate throughout; **£865**.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [1949]

CARR BROS. offer:—

1949 Vauxhall Velox, indistinguishable from new, 6,000 miles only, brown leather; **£895**.

HIGH ST., Purley, Surrey, Tel. Uplands 4811/2/3. [1932]

1949 Vauxhall Velox, 6,000 miles; **£850**.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 7294. [1958]

WYVERN (Nov., 1948), black, immaculate throughout; **£825**—Campbell Symonds, Wembley 6262. [1946]

1949 Vauxhall Velox, black and brown, mileage 6,000 miles, trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821/2. [1703]

1949 (May) Vauxhall Wyvern, black, brown leather, 7,985 miles, immaculate; **£875**.

G & R (Mayfair) 4383. [1939]

1949 Vauxhall Velox, radio, heater, 3,000 miles; **£895**—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [1916]

VELOX Nov., 1948, over 650 extras, including Frang. radio, heater, twin fog lamps, tyres excellent; **£865**—21, Rignadale Rd., S.W.16. Streatham 3478. [1947]

1949 (Dec. 29, 1948) Vauxhall Wyvern sal., 8,000 miles, black, brown interior, ex. cond.—**£925** and 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [1430]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—1949 Vauxhall Velox, 9,000 miles, fitted heater, radio, immaculate throughout; **£855**; terms & exchange.—Universal Car Distributors (London), Ltd., 331/3, High Rd., Chiswick 1919. [3013]

VAUXHALL 25

SIMPSON'S MOTORS offer:—

1940 Vauxhall 25 limousine 7-seater, as new; **£850**.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903 [1912]

1939 Vauxhall 25hp saloon, black, sun roof, brown hide, most immaculate motor car, genuine 25mpg with luxurious comfort, snip; **£295**.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [1970]

1937 Vauxhall 25 drop head coupe, special body, specimen car; h.p. terms arranged.—**K. Henry**, Ltd., 65-65, Great Portland St., W.1. Langham 3025 and 3354. [1957]

£250—1938 Vauxhall 25 de luxe saloon, exceptional condition, reconditioned engine and brakes relined, nearly new tyres.—**Great Western Motors**, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station) Ambassador 1061-2. [1815]

VAUXHALL 27

1936 27hp Vauxhall 27 with division, reconditioned engine, all tyres new, mechanically perfect, very clean car; **£365**; terms, exchange.—**The Lynch Garage**, opp. G.P.O., Uxbridge, Middx. Tel. 122. [1961]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017]

1938 Vauxhall touring saloon, superb condition, choice of two; **£325**.

BARNES GARAGES, 315, Finchley Rd., London, N.W.3, Hampstead 2221, Mai. 1627. [12134]

395 s.n.s.—1936 Vauxhall 7-passenger limousine, finished black, with grey leather throughout.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2, Tel. Paddington 0289. [2712]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2, Paddington 0052 (12 lines), Vauxhall main dealers.

1949 Velox, grey, 11,000 miles, unspratched.

1948 (registered) 14hp, maroon, in exceptional condition.

1947 14hp, black, 11,000 miles, perfect condition.

1947 14hp, black, 18,000 miles, faultless throughout.

1937 25hp saloon, perfect condition throughout.

1948 12hp saloon de luxe, blue, brown cloth, very clean.

ALWAYS a good selection of used Vauxhalls in stock; **A.H.M.L.** will purchase for cash all Vauxhall cars including latest models. [1600]

VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. 122, bridge 737, Gregory's of Uxbridge. [0059]

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285]

Vauxhall Cars Wanted

C

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975]

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018]

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0954]

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [1237]

ALMOG, new saloon, 12/18hp, required by Anglor, 140, Golders Green Rd., London, N.W.11. [0533]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008]

VAUXHALL wanted, J type 1939-48.—Gordon Woodson, 48a, Drevestrd Rd., S.W.16. Streatham 8638. [0663]

BROADWAY MOTOR CO. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon Liberty 2494. [0493]

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. [0805]

7-SEATERS private limousines required, cash waiting. **Alpe & Saunders**, Providence Court, Grosvenor Square, Mayfair-2941.

A L Vauxhall 12 models urgently required, including 1939, 1946, 1947 and 1948.—Corbett & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2472]

A L Vauxhall 10 models urgently required, including 1939, 1946, 1947 and 1948.—Corbett & Taylor, 22, Conduit Mews, W.2. Aub. 6049. [2471]

VAUXHALL 14 1934-35; exchange late 1938 1300cc Harley-Davidson, fitted family saloon sidecar, all as new, full petrol.—Pelerin, Colindale 4934. [1214]

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobiher 0083. [0479]

CAMDEN MOTORS require to purchase Vauxhall 14s, 1938-40, J-type models, also Vauxhall 10s, 1938-40, in good, clean condition; write, call or phone, stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [2551]

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. [0699]

Vauxhall Spares and Service

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhalls 10 12 and 14hp, etc.

GEARBOXES differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 2-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 3668. Grams' Autoparts Wimb. London. [0632]

C exchange service.

A L rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' list rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamo, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205]

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381]

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196]

Vauxhall Spares and Service

TORSION bars available for Vauxhall 10, 12, 14 and 25; stock deliveries, first-class production.

SUSPENSION units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhauls, months' guarantee, available for 10, 12 and 14hp DX and J types.

PRACTICALLY all parts for Vauxhall 10, 12, 14 and 25 cars available; if in difficulty your enquiries invited.

SPRINGS, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [10137]

NEW cluster gears suitable DX14 gearbox; suspension exchange competitive prices; trade supplied.—10, Winchester Mews, N.W.3. Fri. 2647. [12634]

BROMLEY & District—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensbourne 2634. [0440]

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0395]

VETERAN CARS

RENAULT, Phenix, Minerva, Brennabor, Cadillac, etc., for sale.

WELHAM'S, Veteran Car Specialists, Surbiton H.1 Rd., Surbiton, Elmbridge 1873. [0231]

VETERAN car, Dodge cabriolet, 1912, in very good condition; no reasonable offer refused.—Rockman, Martin St., Stratford, N.W.3. Fri. 2647. [12634]

EDWARDIAN Crossley tourer, 1912, in excellent condition, one owner for 30 years; £110 or consider any exchange.—K. N. Rudd, Ivyarch Rd., Worthing 4635. [1242]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0513]

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer their facilities when selling used cars.

1949 Wolseley 4-50 saloon, black, grey leather upholstery, 8,000 miles, in immaculate condition.

1948 Wolseley 6-80, black, grey leather upholstery, one owner, in immaculate condition.

1947 Wolseley 18hp saloon, black, with brown leather upholstery, 19,000 miles, one owner, very carefully used.

1947 Wolseley 14hp saloon, black, brown leather upholstery, 13,000 miles, one owner.

1946 Wolseley 14hp saloon, black, brown leather upholstery, excellent condition, carefully used.

1946 Wolseley 8hp saloon, black, brown leather upholstery, 5,800 miles, very carefully used.

LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [12725]

NEWNHAMS, Ltd.

1948 Wolseley 12 saloon; black with brown; low mileage; carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [18056]

J. DAVY offers:—

MARCH, 1947, Wolseley 12, one owner, as new, 4,000 miles; **£910**; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. [0805]

J. DAVY CAR SALES, 9, Logan Place, Earls Court, J. Rd., W.8. Western 6493. [1601]

TOM GARNER, Ltd., offer:—

1949 Wolseley Four-Fifty saloon, maroon with fawn leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [12402]

A CLAND & TABOR, Ltd., offer:—

1939 Wolseley 14 saloon, low mileage, immaculate condition, black, brown leather, choice of two; **£435**.

PLY North Road Garage, Welwyn By-Pass, Tel. A Welwyn 481. [12793]

GORDON CARS (LONDON), Ltd., 1949 Wolseley 450 saloon, grey, 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd., 1947 Wolseley 14 saloon, black, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [12646]

£120—Wolseley Swallow Hornet 1932 4-seater, new hood, tyres, in excellent condition.—**BROADWAY SERVICE GARAGE**, Shanklin Rd., N.2, Tel. Mountview 5297. [12451]

1948 Wolseley 18 saloon, black, brown leather, excellent condition throughout. **£625**; also Wolseley 6 de luxe saloon, low mileage; **£690**.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [1668]

WOLSELEY 1936 14hp saloon, recent complete overhaul, beautifully maintained. **£240**—Tel. Mit. 4705. [12502]

1938 Wolseley 18 saloon, black, just completely re-cellulosed, mechanical condition throughout; perfect.

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; **£240**—Wembley Motor Motors, High Rd., Wembley, Tel. Arnold 5221. [11905]

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3348. [00681]

L. F. DOVE, Ltd., offer 1946 Wolseley 12, in almost new condition; **£795**—69, Broadway, Wimbledon S.W.19. Liberty 3456. [12590]

1937 4-56hp Wolseley saloon, excellent condition; **£350**—**Le Grice Elers**, 107, Old Brompton Rd., S.W.7. Kensington 2477. [12454]

CASS'S MOTOR MART.—1939 Wolseley 16.65 saloon, black, superb condition, written guarantee.—Warren St., W.1. Euston 5523. [18173]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY
1937 Wolseley 14 saloon, black. £285; 3 months' written guarantee. Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051. (1944)

4000 miles.—1949 Wolseley 4/50 saloon, stone, brown leather.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (1898)

1938 Wolseley 18hp, showroom condition, taxed year, wireless, bargain, £375.—Koyers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. (1207)

1937 Wolseley 14 saloon. £195.—Albany Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. (2695)

CLASS'S MOTOR MART.—1937 Wolseley 14 de luxe saloon, reconditioned blue and black, superb written guarantee.—S. Warren St., W.1. Euston 4110. (2726)

£345—Wolseley 1939 14hp de luxe saloon, black, exchanges; three months' guarantee; free demonstration within 100 miles. (1878)

M.W.J. HARRISON, 492-6, Chiswick High Rd., W.4. Chiswick 0558-2619-6351. (1878)

1938 Wolseley 14hp saloon, black, brown leather, carefully maintained by one owner; £425.—Below. (1878)

1937 Wolseley 25hp 4-door saloon, one owner, total mileage under 40,000, chauffeur-kept, and in outstanding condition in every way; £395.—Vandervell (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. (2671)

1947 Wolseley 14hp saloon, black with brown leather, well-cared for.—6, St. Matthews Road, Cosham, Portsmouth. (1290)

1937 Wolseley 14 drophead coupe, repainted, new body, unusually attractive. £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. (2479)

1948 Wolseley 8 4-door saloon, black with brown hide upholstery very clean; £375.—Bruce France, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (7006)

1936 (March) Wolseley 12 de luxe saloon, beige and black; £225; p.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langens 3655 and 3554. (2360)

495 gns.—Wolseley 14-60 1939 model de luxe 4-door saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below. (1898)

195 gns.—Wolseley Hornet Special 1934 model Abbey sports 4-seater, cream and green, leather upholstery, Ashby wheel, large instruments, good condition; terms, exchanges.—Rowland Smith, below. (1898)

225 gns.—Wolseley 14 1936 de luxe 4-door saloon, black, sliding head, brown leather, easy-clean wheels, very good condition, terms, exchanges, 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (2633)

£290 Wolseley 14 1936 saloon, just rebodyed and overhauled, excellent condition throughout, one owner.—Cumpton, 82, Hampstead Way, N.W.11. Speedwell 6416. (2898)

1939 model Wolseley 12 saloon de luxe, in outstanding condition throughout, small total mileage. £475.—L. T. Clarke, 75, Cadogan Lane, S.W.1. Sloane 4727. (2740)

WOLSELEY 14, positively unmarked, inside and out, hardly used, speedometer reading 4,000 miles odd; £395.—Jack Rogers, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (8157)

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, in nice condition throughout, black, brown hide; £325.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6454. (1895)

R. S. CURRIE & Co., Ltd., established 1900, offer 1939 Wolseley 18-85 saloon, black, green leather upholstery, immaculate condition, £3,000. £650. 105 Westbourne Grove, Bayswater. W.2. Bayswater 0085. (2164)

1938 Wolseley 18 saloon, total mileage 25,000, unimpaired, considerable period of use, a real genuine car in original condition; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. (1210)

£375—Wolseley 18 saloon de luxe, finished in black with brown interior, faultless condition, an opportunity to purchase a really elegant car at a reasonable price.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. (1649)

WOLSELEY 14-56hp saloon, in amazing original condition, original grey and blue cellulose, perfect, 1937, maintains high oil pressure, very beautiful car indeed; £375.—B. & H. Motors, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. (2687)

WOLSELEY 14-56 saloon, series II, black with brown leather upholstery, bodywork and interior unblemished, very low mileage, reconditioned engine, excellent tyres, tax £10 p.a., an exceptional nice car; £450.—Gordon Wooderson, 48a, Drexel Rd., S.W.16. Streatham 8638. (2091)

£425!!!—Wolseley 18-85 saloon de luxe, 1939, £425 similar appearance to post-war model and one of the most desirable of the whole range of Wolseley cars; gives a most luxurious ride, with smooth, effortless performance, and is strongly recommended at the price. See below. (1898)

£595!!!—A sparkling little Wolseley 8hp 4-door de luxe saloon, 1948 model, finished in spotless black and chrome, with real hide upholstery without blemish, one of the most desirable of the whole range of Wolseley cars, must suit discriminating purchaser seeking for low hp 1948 model, having had very small amount of use. (1898)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 guaranteed used cars in stock. Write for our 18-page Stock List and special offer of full refund of extra petrol tax on 6 months' basic rate. Free delivery of any car, anywhere in the United Kingdom. Easy and complete hire purchase. Tax and insurance on the spot enable you to drive away at once. Part exchange on any car. Fare refund to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. (2557)

1938 (July) Wolseley 21hp de luxe saloon, black and chromium, brown leather, speedo, reading 26,000 only, two owners, appearance absolutely immaculate and unmarked inside and out, quite exceptional car with outstanding performance; offered with written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. (2508)

WOLSELEY
JARVIS & SONS, Ltd., offer 1948 Wolseley 10 saloon de luxe, one owner, 16,000 miles, £775; also 1938 Wolseley 25, black with green leather, good tyres, very carefully used, £425; 1938 (reg. 31/12) Wolseley 18 saloon de Ville, 5,000 miles since replacement engine, £495. Morris House, Morden Rd., S.W.19. Liberty 4656, 12170
LIMOUSINE, 1939/40, Double enclosed, 21hp, 7-seater, leather, black delightful condition, £585. Below.
LIMOUSINE, 1949, partitioned, black, 25hp, forward L occasions, genuine 11,000, immaculate, meticulously maintained, reasonable cost, Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (2542)

Wolseley Cars Wanted

R. ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0995)

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars. (1895)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fitzham 5101). (1895)

SELL your Wolseley to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899, 4455 (1489)

WANTED, 1938/39 Wolseley 12hp saloon.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (1489)

POST-WAR Wolseley 14 required urgently.—S. Bowen & Sons, Hillside Garage, Edgware. Tel. Edgware 4464-5. (2663)

8/14 hp model, exceptional condition, wanted by Weybridge Automobiles, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 233. (0540)

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (4628)

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattens, Lord St., Southport. Tel. 2268. (0806)

BLAKES, Wolseley distributors, will purchase any non-Covenanter Wolseley car.—110, Bond St., Liverpool 1. Tel. Roy 222. (1737)

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. (1764)

1938 Saloon 21/25hp Wanted, sound mechanically, reasonable cost. Letters.—Roberts, 26, Sunning Hill, Hendon, N.W.4. (1812)

7-SEATER Limousine 1935/20hp—also 25hp series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (1811)

WANTED, Wolseley 1939 series III, 21 or 25hp saloon, bodywork must be in excellent condition, engine condition immaterial. Reply to James Bowen & Sons, Ltd., 49/59 Pitt Street, Edin. 3. (2513)

Wolseley 4/50 Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. (0721)

Wolseley 6/80 Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Wolseley Six-Eight cars.—150, Park Lane, W.1. Grosvenor 3434. (0722)

Wolseley Spares and Service

W. JACOBS & SON
 WE specialise in spares and repairs for all models of Wolseley cars.
 W. JACOBS & SON, Mill Garage, Chiswick Rd., South Woodford E.18. Wanstead 0660. (0485)

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. (0707)

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. (0386)

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. (1957)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. (0277)

BROCKHURST GARAGE—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0204)

MISCELLANEOUS CARS

RAYMOND WAY
 RAYMOND WAY, the hire-purchase specialists! 5% discount for cash customers. (1898)

200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles. (1898)

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line), Maida Vale 6004 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). (1898)

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years. (1898)

HAROLD RADFORD & Co., Ltd., offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 5642-3. (7187)

Miscellaneous Cars Wanted

WE are cash buyers of all small h.p. post-war or pre-war cars.
THE WARREN MOTOR CO., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. (1866)

Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the car buyers.—Hampstead High St. (Hampstead Tube). Open 8-7 week-days, 10-996 days. Hampstead 6041 (10 lines). (1096)

MARBLE ARCH
MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models. Tel. Watford 4491. (1018)

ALL makes purchased for cash.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. (9004)

EAST SHEEN—Cresswell's Garage, urgently wish to buy all makes of pre-war cars.—Pro. 2612. (0375)

8 and 10hp cars, 1938 onwards, wanted.—Full details to Jennings Bros. Motors, Ltd., Sutton Coldfield. (6372)

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd., S.W.9. Bri. 6251. (10734)

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (2607)

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.15. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. (5347)

ELECTRIC VEHICLES

EMBASSY CAR SALES (ENFIELD)—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to pay load; full range of 1948 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. (1965)

AMBULANCES

AMBULANCES, both new and used, latest designs, immediate delivery.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1972)

MOTOR HEARSE

A & S—Immediate Delivery: Modern High Quality Certificate Carriages—Covered Mechanical Guarantee Details.—Eighteen Austin, 7ft 3in Deck (4-Bearers), lavishly equipped streamlined 1950-Coachwork, economical, inexpensive. (1898)

1938 Twenty-two streamlined 5-door 6-bearers, A 1950-Coachwork, lavishly equipped, mechanically certified, bargain. (1898)

ROLLS-ROYCE 1950 Silver Wraith, also 1937/20hp Phantom fitted 1950-Bearer also Dect streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (2539)

ROLLS-ROYCE 21hp chassis, with 1944 hearse, body in good condition.—Empress Garage, Claydon, Le-Moors, Lancs. Accrington 2965. (2615)

ARTHUR MULLINER, Ltd., invite enquiries for the Humber pullman chassis; deck, bearer or pedestal type required. (1898)

BRIDGE ST., Northampton. Tel. 907. (2762)

STRAIGHT 8 Daimler (poppet valve) deck hearse, very modern, ready for immediate use, fitted with disc wheels, good tyres, generally in very good condition, for the sum of £575; can be seen at: Stratstone, 7, Herbrand St., Russell Square, W.C.1. Terminus 7464. (1955)

MOTOR CYCLES FOR SALE

RAYMOND WAY
 A 100 new motor cycles, all makes in stock for immediate delivery, also a selection of second-hand solos and mopeds, cars taken in exchange, hire purchase, Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). (2607)

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery, hire purchase, or cash. Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. (0341)

COMMERCIAL VEHICLES

1949 (April) Vanguard van, 3,000 miles, green, as new; £825.—Below. (1898)

1949 (May) Vanguard van, olive green, 9,000 miles; £750.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (3010)

1949 (March) Fordson 5cwt van, painted green, unwritten, 9,000 miles only; £450. (1898)

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.5. Hampstead 4414. (2610)

MORRIS 10 unregistered ex-W.D. T.11 truck, excellent condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (1851)

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Motorcycles, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20, Tel. Didsbury 5446, 10440. (1898)

1947 Fordson 10cwt van, excellent order throughout, finished in dark blue; £445.—Lyne Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. 4401. (1898)

1948 (Dec. 1947) Austin 10cwt van, one private owner, finished plain green, original condition and tyres; £485.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. (2454)

Commercial Vehicles Wanted

POST-WAR 5 and 10cwt vans—Mac, 12, Bramble-down Rd., Wallington, Surrey. Wallington 6397. (1898)

WANTED—1946-9 Fordson 5cwt and 10cwt vans, Arthur E. Gould, Ltd., 290-2, Regent St., Langham 1594-5. (10102)

MOBILE CANTEENS, KITCHENS, ETC.

1942 Ford ice-cream mobile canteen, fitted with servers; £250.—230, Northolt Rd., S. Harrow. (1782)

MOBILE shops, kiosks, offices, canteen, fish and chip, ice cream, snack bars and kitchens, vehicles and trailers from £100; immediate delivery; hire purchase, lists & illustrations on application.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (7229)

This section closes for press at 10.0 a.m. on Fridays

NEW AND USED CARAVANS TRAILERS ETC

NEW CARAVANS

CARAVAN "Oliver Twist"?

A N O. unlike Oliver, ex-editor caravan paper living in van himself 15 years doesn't ask for more but gives it to you! He gives you many more to choose from because he has O.K.'s largest selection; he also gives you the only unconditional free-van-for-a-leaky-one guarantee, and better no fooling h.p. terms, and the only large caravan sales site in the middle of London, and better and bigger brochures; he has all the well-known makes, for several of which he is the sole U.K. concessionaire; so why not write to Taplow for brochures and advice articles:-

A S. JENKINSON Bath Road, Taplow, Bucks, Tel. Maidenhead 3434 (3 lines). Open always. Right on main A.4 Taplow Station 4 mins. walk.
LONDON branch (equal selection), corner Semley Place and Ebury St., Victoria, S.W.1, Tel. Sloane 9235; open 7 days a week, 9 a.m. to 5 p.m. Viet. R. Station 5 mins. walk. Near Airways House, Buckingham Palace Road. [2564]

MA-ROVAN CARAVANS offer:-

£195 - New 17ft 6in caravan shell, complete with chassis, under-rear, set windows, 16in easy-rolling wheels, brass ornate fittings, 130 ft 6in model. £175-76 Brighton Rd., Surbiton, Surrey, Tel. Epsom 3974. [10134]

WESTMINSTER caravans; prices from £190.-Call. 46 Old Church St., S.W.3. Faxman 6782. [1358]
FOR all types of caravans, holiday, write for catalogue to Country Life Caravans, Ramsey, EGGLESS, inspect the latest models locally at Greenhill Motor Co., Ltd., Marsh Rd., Pinner 601. [10137]

BENTLEY caravans, best in the West, large selection from £150 to £1,500.-Bentley Caravans, Prior Bridge Rd., Taunton. [10353]

CARA-CARS, Ltd. distributors for Winchester, Car Cruiser, Siddall, Cheltenham, Cotswold, Berkeley. The Caravan Centre, Liley, Tel. 234. [7636]

£189 - 10.-Shella complete with proprietary chassis, the finest value in the country, choice of Pullman or streamlined shape; worth your inspection.

SEE also the Cunningham 22ft shell built to your own specification or layout, the only caravan in the country incorporating the ideal boiler, shower, bath and toilet, from £795.-Slough & Taplow Caravan Co., 340 Bath Rd., Cippenham, Slough, Bucks. Tel. Burnham 576. [10076]

£325 - The new Landschooner 17ft 6in 6in, fully furnished, 4-berth, aluminium exterior double panelled, color gas, etc., year's guarantee. A.S.E. brochure.

ABBEY A.S.E. rear of 44-46, Chase Side, Southgate (near Tube), Palmers Green 4540. [2751]

ROYDONA caravan, the new 1948 de luxe model, is n.w. on view; lantern roof tapestry, upholstery, Botagas equipment; £650.-Pollock & Peel, Ltd., 86, South End, Croydon, Tel. Croydon 3153. [10030]

£207 - New complete four-berth caravan; beautiful craftsmanship; designed for 8hp cars and over; best value in the trade to-day.-View, 166, Lewisham Rd., London, Tel. Le 3180. [2938]

LET - Sunbeam brighten your life - see this superb 22ft 4-room, 2588 Rollalong living van at the South-West distributors.-The Pathfinder Caravan Co., Ltd., Tedburn St. Mary nr. Exeter, O.D.A. member. [10538]

BERKELEY caravans, latest Ambassador de luxe mobile home, £950; new Courier, startling value at £450; de luxe Courier, £499; all-purpose Deputy, £425.-Full particulars from Mantle's Caravans, Ltd., Biggleswade, Beds. [10539]

£189 - The new Kent Coast 12ft model, tubular steel frame, aluminium exterior space for 5-berth; we can supply interior equipment as required. Particulars from makers, Coast Metalcraft, High St., Garage, Herne Bay, Tel. 356. [1364]

NEW CARAVANS

PRICE reductions everywhere, but before deciding see the new Esab 4ft 4-berth, sprung beds, Dinette and two single double panelled, gas cooking/lighting, finest value in the trade to-day, £265, ex-works, terms arranged.-Esab Caravan, 687-8 High Rd., Tottenham N.17 Tel. Tot. 2303 [11978]

£130 - The Parvo luxury 2-berth caravan; the optimum in compact comfort, fully equipped with gas lighting and cooking, luxury mattresses, separate lavatory compartment with Esmé toilet, etc.; deferred terms; 4-berth ditto, 2 rooms, £195.-Manufacturer John Steel, Castlefields, Bingley. May also be viewed in London. [10351]

XL CARAVANS, Ltd. hold the finest selection of caravans for home and holidays, see the new Winome, Craftsmaster, Pioneer, Premier Regal Peer Challenger, Willerby, Cumbrian, Weyland, safari Wayside etc., prices from £198; easiest terms.-X L Caravans Ltd., Blue Star Garage, Maidenhead. Tel. Maidenhead 2747. [10189]

AS manufacturers and distributors of all leading makes of reliable caravans we offer quick delivery of Berkeley Ambassador and Courier, Investor, Raven Cottage, Westway; we can offer the most attractive hire-purchase terms and arrange delivery and sites with water and sanitary facilities; write for free copy 1 "Caravan Topics".

WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamstead, Tel. Berkhamstead 620. [10035]

A FLAT on wheels - new "Challenger" 4-berth caravan with fold-up bed, stove, lavatory and gas to cook, £385; Ambassador de luxe, £350; Courier £450, Invader and Surreyuxe, quality models, etc.; hire-purchase terms and delivery with efficiency.-The Surrey Car Co. Ltd., Richmond Rd., Kingston, Surrey, Tel. Kingston 6340. 100 yards from Kingston Station. [10810]

NEW luxury four-berth caravan, 18ft 6in x 6ft 6in, fitted rigid folding sun parlour, aluminium d/ined, Caral cooker, heater and light, 4-pt. main electric light, deep aluminium sink, ample cupboard and drawer accommodation, beautifully finished, make excellent permanent home; £550.-Stanley Godfrey & Co., Onslow St., Guildford, Tel. 2212. [1475]

CARAVANS.-Charming Raven Cottage, £472, 18ft x 7ft, polished maple furniture, four rooms, toilet, gas oven, cosy c.a. fire, sleeps five, luxurious spring beds, h.p. terms; fifteen other leading touring and residential models, from £150 on v.w., including Invaders, Escos, Jubilees, Paladins, Campmasters, Premiers, Berkeleys, etc., all at Kingston, Surrey, terminus, Huddersfield; always open. Tel. 4618. Approved S.M.M.T. distributors. [2320]

LONDON CARAVAN Co., Ltd., established over 27 years ago and known by world-wide reputation, as Britain's most dependable distributors and agents for caravans of unsurpassed quality, design and value; Carlight, Coventry Knight Car Cruiser, Siddall, Cheltenham Jubilee, County, Berkeley Ambassador and Courier, Dixon-Bate trailers, special purpose caravans, i.e., mobile banks, display vans, etc., as designed and supplied by us, are among the finest of their kind.

WE invite you to take advantage of our long and varied caravaning experience by sending your enquiries to us at:-

BARNET By-Pass, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birchington-on-Sea 657. [10584]

SECOND-HAND CARAVANS

£165 - 17ft 6in caravan shell, aluminium exterior lined, brace jacks, 2 roof ventilators, wood flooring.

ABBEY A.S.E. rear of 44-46, Chase Side, Southgate (near Tube) Palmers Green 4540. [2752]

LADEST 22ft model Knight 49, gas, electricity, water heater, bath, toilet, refrigerator, 4-berth with Ford Pilot V8, £2,500; site available caravan, a'd superb 22ft 4-room, 2588 Rollalong living van at the South-West distributors.-The Pathfinder Caravan Co., Ltd., Tedburn St. Mary nr. Exeter, O.D.A. member. [1364]

SECOND-HAND CARAVANS

LUXURIOUS caravans for touring anywhere, completely equipped excepting linen.-Pendower House, Westfield Rd., Bishop's Stortford, Tel. 301 [2859]

CARAVANS AND CAMPING SITES
EASTRE and Birchington-on-Sea, two of Britain's finest caravan sites, London Caravan Co., Ltd., Barnet-by-Pass Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birchington-on-Sea 657. [10355]

CARAVANS FOR HIRE
BURLINGHAM CARAVANS offer 1949-1950 Eccles caravans on hire for touring; a few dates still available.

BURLINGHAM CARAVANS, Garstang By-pass, Garstang Nr. Preston Lancs. [19377]

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.-Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [10065]

HOLDER-GRAISELEY caravan chassis axles, ball hitches, jockey wheels, etc., sound design and superior workmanship.-The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton [1044]

WINDOWS, lightweight frames in polished alloy, strong, durable and smart finish, all sizes, fixed and opening; enquiries to manufacturers.-The British Steel Frame Co., Ltd., 193, Cambridge Heath Rd., London, E.2 Bishopsgate 7735-7773. [10142]

CARAVAN legs and jockey wheels, make sure your caravan is not let down, by fitting the well-known reliable B.A.L. (all components guaranteed for twelve months).-Place your order now with the manufacturers, Harrison Bros., Station Rd., Northfield, Birmingham 41. [2717]

WINGS new water hand pump and filter units complete, chrome fittings on P.E. base, cost £15, our price £4/10; small wash cabinets with bowl, 30-l. gal water tanks, £1; new aircraft floor covering, 51in, impervious to oil, water, etc., 10/- yd; small compact vacuum, 5ft x 2ft, (idea for mounting in caravan), £4/10; 24in brace operated caravan jack legs, 10/- yd; Wings, 195, High St., West Wickham Kent. Spr. 1960. [8326]

CARAVAN TOWING

CARAVAN removal, to or from anywhere, experienced staff; 1/- per mile - C. Wells, 85, Chapel Field Rd., Norwich, Norfolk, Tel. 26201. [1962]

TRAILERS

LIGHTWEIGHT trailers for hire, carrying capacity 6 cwt.

KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon, Springpark 3477/8. [8141]

CAR trailers to carry from 3 to 12 cwt; prices from £25; also trailers for hire; write for details.

JARVIS & SONS, Ltd., Morris House, Morden Rd., S.W.19 Liberty 4656. [2729]

PRATT trailers, 3- to 6-cwt carrying capacity, for touring, camping, farming, boating, etc.-Pratt Engineering Co., Northallerton, Yorks. [10547]

AL-STEEL lightweight trailers from £26/10; built by trailer specialists.-Full particulars from the Steel Handtruck & Trailer Co., 9, Ethelred St., London, S.E.11. [1966]

CAR trailers for all purposes; send for brochure illustrating streamline 5-cwt model to Woodson's (neering Doyer), Ltd., Commercial Buildings, Limekiln St., Dover Kent. [1929]

CARAVAN JOURNALS

BUYING a caravan? You need "The Caravan," the original and largest caravan magazine, full of practical help; monthly 6d, from your newsagent, or by post 8s a year from A. C. Burt, Publisher, Caravan Publications, Ltd., Link House, Store St., London, W.C.1. [2945]
The only trade paper in this field, indispensable to traders and enthusiasts, "The Caravan and Trailer Trades Journal," specimen copy 1/6 from A. C. Burt, Caravan Publications, Ltd., Link House, Store St., London, W.C.1. or newsagents. [10583]

COMMERCIAL VEHICLES

J DAVY offers:-

MARCH 1949 Fordson 10cwt Utilicon, one owner, as new, £275

J DAVY CAR SALES, 9, Locan Place, Farn Court Rd., W.8 Western 6943 [19655]

OVERSEAS CARS, Ltd.

1947 Austin 10cwt van, 18,000 miles, first-class condition throughout; £495.-For other Overseas Car bargains see page 51.

OVERSEAS CARS, Ltd., 10, Southampton Rd., Knightsbridge, S.W.3, Tel. Kensington 7475. [2693]

ROUNDABOUT offer:-

1947 Bedford 5/6cwt, in blue, one owner only; £525.

1948 Ford 5cwt van, painted blue, one owner; £450.

1947 Ford 5cwt van, painted blue, one owner; £425.

ROUNDABOUT GARAGE, Western Ave., Greenford, R. Middx. Warlow 1071-5. [2647]

MORGAN'S GARAGE (HOUNSLOW), Ltd., offer:-

1944 Fordson Thames l.w.b. 5-ton drop-side truck; £200.

1943 Fordson Thames 4 cu yd tipper; £140.

1941 Fordson Thames 5-ton fixed-side truck with tilt; £150.

1945 (reg.) Morris 3-ton l.w.b. drop-side truck; £165.

EX-W.D. Ford (Canadian-type) heavy utilities, 6 seats or 10cwt load, choice 2; each £165.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow Middx. Hou. 7422. [3190]

1949 Fordson 10cwt van; £545.-Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [19775]

stone 226.

BRAY MOTORS offer the following commercial bargains:-

1946 (reg.) Standard 12 van, sound body, bench-type front seats, good runner, good tyres, bargain; £185.

1938 Morris 10cwt forward control van, maroon and black sound throughout, clean appearance, good runner; £185.

1938-9 Austin 10cwt van, black, clean condition, good runner; £225.

1937 Ford 8 cwt van, sound body, requires attention to wings and repaint, good runner, steering brakes, etc.; £99.

1945-6 Ford 10cwt forward control van, very clean, excellent runner, good tyres (not ex-W.D.); £360.

BRAY MOTORS, 180-184, West End Lane, N.W.6 [12677]

LAMBS OF WOOD GREEN for vans of all sizes and types at following prices:-

1939 Bedford 8/10cwt van, excellent throughout, blue cellulose, bargain; £255.

1937 Bedford roughrump gowr van, new engine and rebuilt bodywork; £295.

1936-7 Ford V.8 22hp canteen van, fitted roll shutter, new engine, £235.

1939 Ford 8 cwt gowr van, literally looks like new; £295.

1939 Ford 25cwt box van, 4-cyl engine, large body, as new; £265.

1938 Morris 10cwt large bodied van, excellent, choice three from £255.

LAMBS OF WOOD GREEN have choice 30, bodies altered or built for gowr, ice cream, canteen, etc.; all vehicles reconditioned as necessary and guaranteed mechanically; hire-purchase, exchanges.-Caxton Rd., N.22, Bowes Park 4144, 4297. [1989]

1946 Ford 5cwt van, as new.-Lyne, Frank & Westall, Ltd., 5-5, Crouch End, N.10. [4803]

3-5-ton Dodge drop-sided truck, low mileage; £255.

1946 Riverside 6677-8. [1170]

W 47 Fordson 10cwt van, 13,000 miles.-British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [1719]

HILLMAN 10cwt van, first registered 1949 (ex-W.D. chassis); £225.-Jacquier, Ltd., 225-7, Hammer-smith Rd. W.6. [1890]

EXCHANGE 1936 Humber saloon car and 1939 Morris 25cwt van for post-war 10cwt van.-Apply, Locatelli, 1, Cradock's Parade, Ashford, Surrey. [2945]

CASS'S MOTOR MART.-1948 Morris 30/40cwt van, C just repainted green and black, 18,000 miles; £625; written guarantee - 5 Warren St., W.1. Euston 4110.

R 4245; also 1940 Morris 5cwt van, 1945 Austin 10cwt van, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [2742]

1947 Austin 5cwt van (convertible to utility if desired); reconditioned engine fitted 1,000 miles ago, one owner, carefully maintained and serviced appearance as new; colour, green with black roof; price £375.

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COMMERCIAL VEHICLES continued on page 76

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J. AUSTIN & SONS, Ltd., [0239]

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THE Humber Specialists, Badgley Garage, Marlipit Hill, Coudon, Surrey, Uplands 3637. [1846]

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MASCOOT RECONDITIONED ENGINE UNITS for Morris 8hp replacement engine units, bench tested and fully guaranteed; send for specification and details of exchange service.—311, Greenford Rd., Middlesex. Wax'ow 1925. [0410]

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Weymouth 486

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AIR compressor, special car body repairs, high efficiency hydraulic cylinder 2 stage air cooled, maximum output 850lb 2 1/2 cu ft, complete with pulley for 1/2 in V belt; £24/10, delivery 5/6.

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ICENSE and insure your vehicle in five minutes.—Lemco (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1 opposite County Hall (Motor Licensing Department). Lowest rates summer policies, instalments, Tel. Waterloo 6075. [0651]

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PARTS AND ACCESSORIES

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2—Stuck for parts? Contact dismantlers with method; over 650 cars, 1930-47, stripped, most makes.—Wards Motortrading, Lewes Rd., Walsley Tel. [0131]

TOULMIN MOTORS specialize in M.G. and M.G. cars only, see under M.G. spares and service. Toulmin Motors, The Roundabout, Hanworth, Middlesex. Molesey 683. [0461]

BRIGGS AUTO REPAIRS offer crown wheels and pinions, timing chains and ring gears, axle shafts and universal, 22-24, Powell Rd., Clapton, E.5. Amherst 1773. [10745]

FOR spares in the North: Austin, Morris, Vauxhall, Hudson, Nash, Oldsmobile, Buick, all makes of cars stripped for spares.—Autovox, Canal Rd., Bradford, Tel. Bradford 2342. [10745]

WHARFEDALE GARAGE, Ltd. for Ford V8 Mercury spares, shooting brakes, saloons, lorries, all parts available new or reconditioned.—Wharfedale Rd., Bournesmouth, Westbourne 64497. [1307]

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock musical, 6 and 8 and volt Windtone, write your requirements.—11, Great Queen St. London W.C. Tel. Holborn 4465-6. [0266]

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CHESSINGTON SALVAGE CO., Ltd. Church Lane, Chessington, Surrey, Epsom 406-7. [0061]

REPLACEMENT parts for all makes, pistons, carburetors, brake linings, gaskets, ball races, king pins and bushes, crown wheels and pinions, clutch spares, etc.—Supreme, 235, Coldharbour Lane, S.W.9. Brixton 2516. [10745]

HILLMAN, Humber, Sunbeam-Talbot, exchange units and parts service; engines, gear boxes, differential units, all parts and accessories, all assemblies, radiators, etc. 1936-1947.—Hadley Green Garage, Ltd., Barnet 0910. [0333]

PRIDE & CLARKE, Ltd. for all accessories, foot pumps to fit all valves 18/6, post 1/-, grease guns, 15/-, 20/-, 25/-, 30/-, 40/-, 50/-, 60/-, 70/-, 80/-, 90/-, 100/-, 120/-, 150/-, 200/-, 250/-, 300/-, 350/-, 400/-, 450/-, 500/-, 550/-, 600/-, 650/-, 700/-, 750/-, 800/-, 850/-, 900/-, 950/-, 1000/-, 1050/-, 1100/-, 1150/-, 1200/-, 1250/-, 1300/-, 1350/-, 1400/-, 1450/-, 1500/-, 1550/-, 1600/-, 1650/-, 1700/-, 1750/-, 1800/-, 1850/-, 1900/-, 1950/-, 2000/-, 2050/-, 2100/-, 2150/-, 2200/-, 2250/-, 2300/-, 2350/-, 2400/-, 2450/-, 2500/-, 2550/-, 2600/-, 2650/-, 2700/-, 2750/-, 2800/-, 2850/-, 2900/-, 2950/-, 3000/-, 3050/-, 3100/-, 3150/-, 3200/-, 3250/-, 3300/-, 3350/-, 3400/-, 3450/-, 3500/-, 3550/-, 3600/-, 3650/-, 3700/-, 3750/-, 3800/-, 3850/-, 3900/-, 3950/-, 4000/-, 4050/-, 4100/-, 4150/-, 4200/-, 4250/-, 4300/-, 4350/-, 4400/-, 4450/-, 4500/-, 4550/-, 4600/-, 4650/-, 4700/-, 4750/-, 4800/-, 4850/-, 4900/-, 4950/-, 5000/-, 5050/-, 5100/-, 5150/-, 5200/-, 5250/-, 5300/-, 5350/-, 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PARTS AND ACCESSORIES

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If you are still dissatisfied with your shock absorbers, replace them with Newton Hydraulic suspension control and get the best ride.

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SHOCK ABSORBERS

ALL types, Eastern Counties largest stockists; Armstrong, Girling, Luvax, Newton, etc., makers' units.—**Prentice Aircraft & Cars, Ltd.**, Ipswich, Suffolk, 17265-6. [4458]

ROTOFLO shock absorber service, available immediately from the distributors.—**Castle's Unit Development, Ltd.**, Church Gate, Leicester, Tel. 65251-2-3-4. [0103]

A SERVICE unsurpassed.—Change to Rotoflo; your linkage reconditioned, fitted to Rotoflo dampers and returned same day as received; North London, Herts and South Bucks distributors.

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SCOTTISH Shock Absorber Specialists; immediate despatch; Armstrong, Girling-Luvax, Woodhead-Munroe; manufacturers' replacement units and conversion sets; all trade and retail enquiries welcome.—**James H. Gair, Ltd.**, 71/73, Dobbies Loan, Glasgow, G.4, Tel. Douglas 0638; **Inglis Automobiles, Ltd.**, Gorgie Rd., Edinburgh, 11. Tel. 64581. [0550]

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NEW springs, immediate delivery, front and rear, Austin, Morris, Ford, Hillman, Standard, Rover, Wolseley and many others.

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SHARMANS, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0645]

ALL best makes instantly available for dispatch, 8/- for delivery; every size car, van, tractor, obsoletes type featured.—**Carr Bros. Purley, Surrey.** Uplands 4811-3-3. [10044]

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TYRE part used, 16in from 15/-, 17in from 17/6, 18in from 25/-, 19in from 30/-, 20in from 35/-, 21in from 45/-; also commercial, ex-W.D., beaded and odd sizes and tubes, despatched anywhere.—**Cook, 141, Badminton Rd., Downend, Bristol.** [11992]

TYRES.—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes and writing stating your size and receive per return of post our quotation. The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Quilliver 5421 and 5422. Wires: Goswell, Norway, London. [0387]

TYRES, special offer of slightly used reconditioned car tyres, good for thousands of miles; any size, 22/6 each; carriage 2/- per tyre, commercial and tractor tyre prices on application, also brand new fully guaranteed retreads, all goods despatched on 7 days approval against cash; money refunded if not approved of.—**Acme Car & Tyre Services, High St., Fuckeridge, Nr Ware, Herts.** [2817]

BULL'S remoulded tyres, fully guaranteed, mostly by manufacturers: 400x17 32/6; 350x17 32/3; 325x17 43/6; 300x17 45/6; 525x17 51/3; 550x17 51/3; 525x18 52/5; 550x18 52/5; 500x16 42/6; 550x16 47/10; 575x16 51/5; 600x16 55/6; 625x16 58/9; 650x16 64/-; 700x16 69/3; tel or write for quotation on sizes not listed; carriage 2/6 per tyre extra; new tyre stocked, all makes and sizes; tyres remoulded; tyre and tube repairs; service station.—**Bull's Rubber Co., Ltd.**, 73, Shaftesbury Av., W.C.2. Tel. Temple 81747-8. [0774]

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ALL types of second-hand easy-clean wheels in stock.—**Turner & Knight, 34, Ealing Rd., Brentford, Middx.**

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GARAGES, motor businesses.—**John Swait & Sons, Ltd.**, 34, The Mall, London, W.5 (Ealing 2866). Have numerous vendors and purchasers; clients' instructions and purchasers' enquiries invited. [0512]

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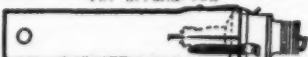
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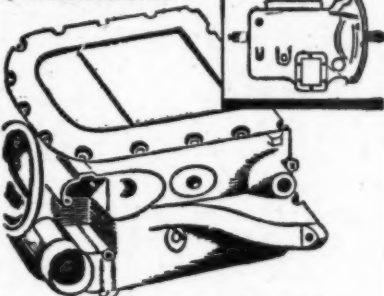
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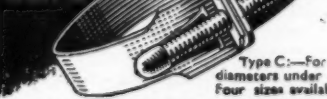
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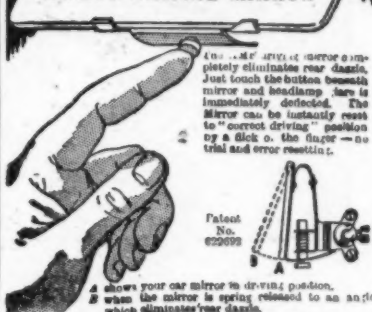
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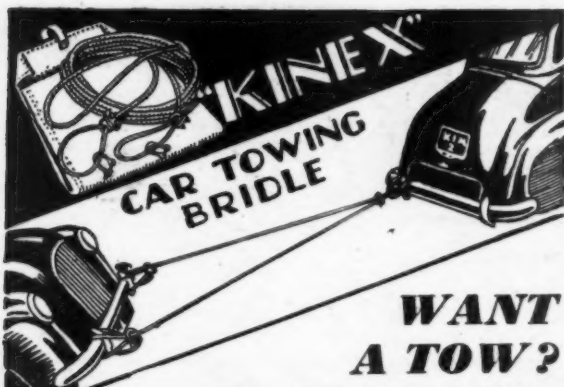
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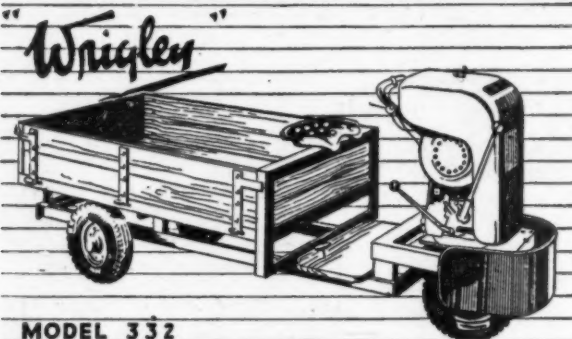
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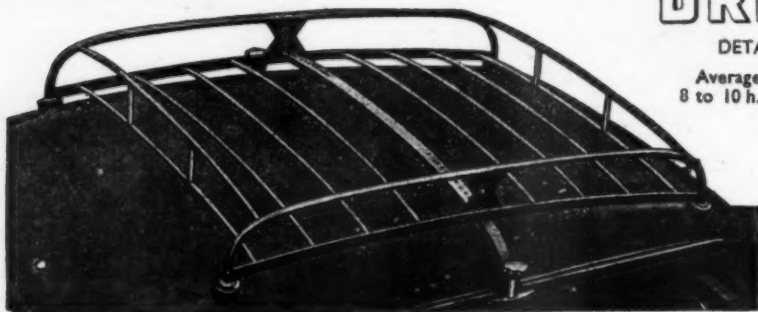
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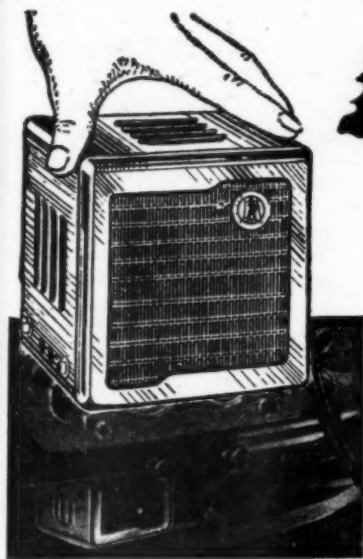
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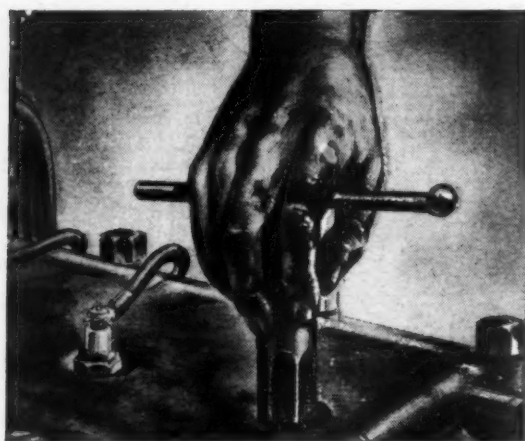


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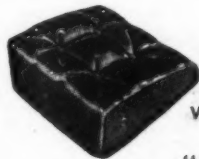
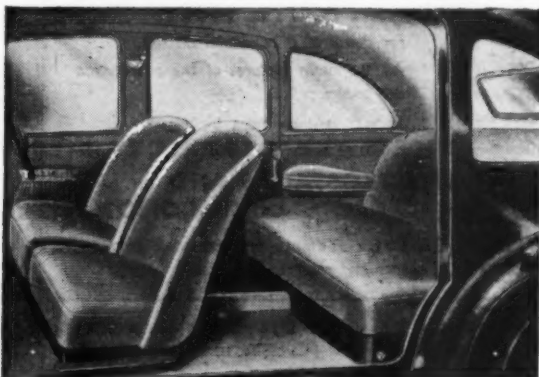
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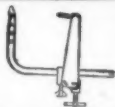
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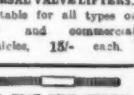
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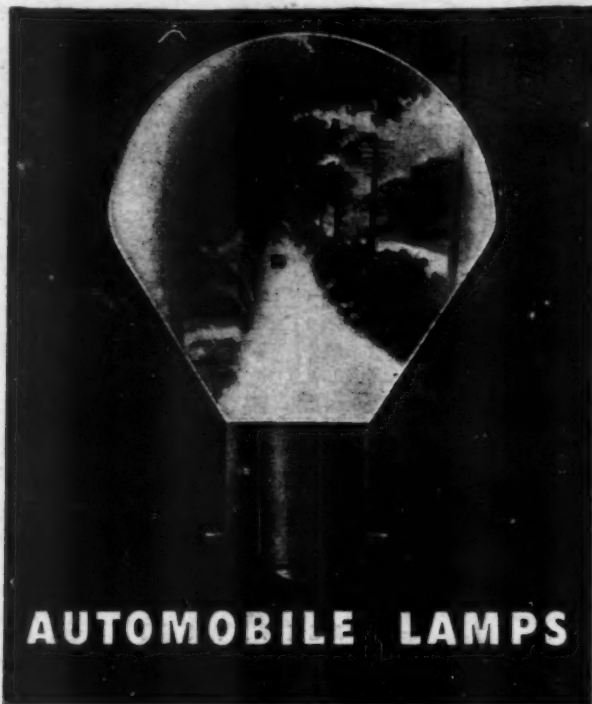
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